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UNITED STATES OF AMERICA.

MEMORIAL

OF

CAPT. GEO. HENRY PREBLE, U.S.N.

TO THE

FORTY-THIRD CONGRESS.

WITH AN APPENDIX,

CONTAINING THE

ACTION OF CONGRESS

AND EXTRACTS FROM

CONGRATULATORY LETTERS.

BOSTON:
FOR PRIVATE DISTRIBUTION.
1874.

E182
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FIFTY COPIES.

No. 36

DAVID CLAPP & SON, Printers.

The within Memorial having achieved its object, I have added to the limited number of copies remaining in my hands an Appendix containing the action of Congress, and extracts from congratulatory letters since its adjournment. The latter will show my friends how universal was the sentiment in the Navy, as well as out of and beyond it, that I had been wronged, and have only been restored to the place my services entitle me to. I scarcely need say the personal congratulations received have been much more numerous than the written ones.

I would have it understood that this pamphlet is not for general circulation, but for the gratification of a few interested friends, and for preservation in the libraries of historical societies with my former pamphlet, printed in 1862 — "The Chase of the Oreto" — as my defence against the aspersions of any future "Boynton" historians.

"A stern chase is (proverbially) a long chase." It is much easier to create a wrong than to correct one, and mine has been no exceptional case; for it is only after years of persistent effort, and obtaining redress step by step, that the wrong done me has been *fully* and completely righted.

When in 1862, while yet in command of the "Oneida," off Mobile Bay, Commander (now Rear Admiral) James Alden, endeavoring to break to me the news of my summary dismissal from the service, said to me: —

"Preble, the newspapers are down on you for letting the Oreto run the blockade,"—My reply was: —

"I expected they would be, until the truth of the matter is known."

"But the Navy Department is very savage against you."

"I cannot help it. I regret it, but when all the facts are known, it will exonerate me."

"But it is reported that you are dismissed the service."

"In that case I will have to be restored to it, for I have done exactly what any other officer in my place would and ought to have done."

A few minutes later, Commodore Henry H. Bell, who had just arrived on the blockade in the Brooklyn, placed in my hands a New-York Herald containing the Secretary's letter of dismissal, the official order not having yet reached the squadron. I then and there resolved I would never cease my efforts to obtain justice, and I have never since faltered a moment in that determination. Sure I was in the right, I have been held up by an ever-abiding faith that sooner or later I would obtain the success I have, after many disheartening discouragements and delays, at last secured.

I would take this opportunity to express my grateful obligations to the Hon. D. W. Gooch, from Massachusetts, of the House, and to the Hon. Hannibal Hamlin and the Hon. Lot M. Morrell, Senators from Maine, for the successful result of this Memorial. But for the active and energetic action of Mr. Gooch, who had no other acquaintance with me than a ten minutes' interview in his office in Boston, a few days before the 43d Congress assembled, and was moved to act in my behalf solely from what he deemed, after a careful examination of the subject, the justice of my demand, I am convinced my bill would not have gone through the Naval Committee of the House, or have passed, after the unexpected adverse report in the Senate from a committee which had twice the previous session unanimously reported it favorably to the Senate.

But for the untiring attention and watchfulness of Mr. Hamlin, and the influence of Mr. Morrell as a member of the Senate Naval Committee, I am quite sure, notwithstanding its admitted justice, the House Bill would not have been reported back from the Senate Committee. To Mr. Hamlin I am in particular indebted for calling the bill up, after it had been reported favorably, in the last hours of the session, when it seemed inevitable it must go over among the unfinished business to the next session of Congress.

To all who gave me their vote, or influence and sympathy, whether in or out of Congress, I would return my thanks.

To me, the most gratifying feature of my restoration to my original place, is the almost universal expression it has called forth from navy officers that it was my due, and that, with one or two exceptions, those who were promoted over me in 1866 have expressed, either in writing or personally, their gratification at my success.

The law of July, 1866, which specially promoted officers "for faithful and efficient services throughout the war," was, in my opinion, a most pernicious precedent. I never yet heard of an officer who objected to the promotion of another for gallant conduct which was specified, as were Admirals Farragut, Porter, Winslow and Worden, Lieut. Commander Cushing and others; but at the close of a great war, where all it was to be supposed had aimed to do their duty, it was a mortification, if not an insult, to every good officer to be passed over in the selection, and but little honor to those selected, while it was the cause of invidious comparisons of service and heart-burnings. It is to be hoped such another law may never be enacted.

In all kindness and respect for the Board of Admirals, I would say that Advisory and other Boards which act upon a judgment based upon documentary evidence alone, without calling the officer concerned before them to hear his explanation of the documents, — especially if they are documents he has never seen, — cannot be as correct in their judgment as they ought and might be, and such a judgment should not be accepted as a finality.

Philadelphia Navy-Yard,
August 26, 1874.

MEMORIAL

OF

CAPT. GEO. HENRY PREBLE, U.S.N.

TO THE

First Session

OF THE

FORTY-THIRD CONGRESS.

1873–4.

PRINTED BY
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Boston.

MEMORIAL.

To the Honorable United States Senate, and House of Representatives, in Congress assembled:

The undersigned, George Henry Preble, a Captain on the Active List of the Navy of the United States, respectfully petitions your Honorable bodies that you will authorize and request the President of the United States, should he deem it just and proper to do so, to nominate him the said Capt. Geo. Henry Preble to be a Commodore on the Active List of the Navy next below Commodore Edward Donaldson, and thus restore him to the same relative position on the Navy Register he had occupied throughout thirty-one years of honorable service, up to, and until the special promotions of July 25, 1866.

Your petitioner would respectfully state that the advisory Board of Admirals convened under a resolution of Congress, approved July 1, 1870, to consider alleged instances of injustice committed by those promotions, reported in his case that his services through the war "were of the highest order," but failed to recommend his restoration because the "Oreto" run through his blockade into Mobile Bay, inasmuch as he had not been acquitted by a court martial—an offence, "whether real or supposed," for which he had been severely punished and condoned, and for which he had several times unavailingly requested that a Court Martial or Court of Inquiry might be convened to ascertain the measure of his delinquency on that occasion. Since the report of the Advisory Board, a Court of Inquiry, convened at his request, by the Hon. George M. Robeson,

Secretary of the Navy, composed mainly of the officers of the Advisory Board, and which, had not sickness prevented, would have been wholly composed of the members of said Board, has acquitted him of all blame in that matter, and pronounced his offence a *venial* one. Yet as the result of those special promotions, and the placing so many of his juniors in rank and age over him, your petitioner, *unless restored*, will retire from active service without reaching a flag rank—a punishment greater than any Court Martial has adjudged for the gravest of offences.

Your petitioner would further state that by the act of relief, *approved May* 28, 1872, all other recommendations of the Board of Admirals have been acceded to and confirmed, and the officers restored to their original positions as claimed by them.

Your petitioner therefore prays you will authorize the President to *restore* him to the rank and position which he considers his "faithful and efficient" war services entitle him to, and of which he believes himself to be unjustly deprived. He confidently refers you to the record of his services placed before the Advisory Board, and on file at the Navy Department, to substantiate his claim; also to the full record of the proceedings of the recent Court of Inquiry, and to the testimonials, &c., to his services, and character and standing as an officer, herewith appended.

GEO. HENRY PREBLE, *Capt. U. S. N.*

Navy Yard, Charlestown, Mass.
Dec. 1, 1873.

LETTERS, DOCUMENTS AND TESTIMONIALS,

ACCOMPANYING

CAPT. GEO. HENRY PREBLE'S

Petition to the Senate and House of Representatives of the United States, for his Restoration to the Rank and Position of which he was deprived by the Special Promotions of July 25, 1866.

Extracts from Letters asking for a Court Martial or Court of Inquiry.

G. H. Preble to the Hon. Gideon Welles, Secretary of the Navy.

Oct. 8th, 1862.

* * "I therefore ask for a full and fair investigation before a Court of Inquiry or Court Martial, and that the decision or sentence may be made as freely public as your order."

G. H. Preble to Admiral Farragut, U.S.N.

Oct. 8th, 1862.

* * "The poorest boy or man in the service has for his petty offences, the privilege of a summary Court Martial and a hearing. Through you I respectfully request from the Department a Court of Inquiry into my conduct on this occasion, and which I would willingly have extended through my whole term of service in the Navy. Confident of a clean record, *I court a full and complete investigation.*"

Rear Admiral Farragut, U.S.N., to the Hon. Gideon Welles, Secretary of the Navy.

Flag Ship "Hartford," Oct. 8th, 1862.

* * "I hope that the Department will grant Commander Preble a hearing before a Court Martial or Court of Inquiry, so as to enable him to show his country and his family that he has not sullied the brilliant escutcheon of his uncle by any want of fidelity to his country. I sincerely trust the President as well as yourself may be prevailed upon to grant this favor to one who has served his country faithfully, with unblemished character up to the moment of this unfortunate occurrence."

G. H. Preble to President Lincoln.

U. S. Steam Sloop "Oneida,"
Off Mobile, Oct. 8th, 1862.

* * "I demand, therefore, a fair, full, and instant investigation of all the circumstances before a Court of Inquiry."

Rear Admiral Farragut, U.S.N., to G. H. Preble.

Oct. 28th, 1862.

* * "I hope the Department will give you a hearing before a proper tribunal. * * * I have stated all these facts to the Hon. Secretary of the Navy, and asked him to allow you a Court of Inquiry or Court Martial."

G. H. Preble to the Hon. Secretary of the Navy.

Cambridge, Mass., Jan. 3d, 1863.

* * "I now respectfully request I may be restored to the Navy, and that I may be tried by Court Martial as soon as the service will admit of it."

G. H. Preble to the Hon. F. A. Pike, Chairman of the Naval Committee of the House.

Charlestown, Mass., June 22d, 1868.

* * * "When I was dismissed and in my first appeal to the President, Secretary, and Admiral, I asked for and urged my right to a Court Martial, where all the facts could be shown, but the Secretary told me *I could not have one as I was no longer in the service.* After my restoration, I again asked for such a Court, but without eliciting any reply. I would be glad, were it practicable, to have Congress order a Court Martial, and intend, whenever there is any change of administration in the Department, to renew my application for a Court Martial or a Court of Inquiry, in order that my honor, my zeal and my professional character may be fully vindicated.

G. H. Preble to Vice-Admiral D. D. Porter, U.S.N.

U. S. S. "Pensacola," off San Francisco,
March 15th, 1869.

* * "When I was dismissed, in my first appeals to the President and Secretary of the Navy, and to the Admiral, I asked for, and urged my *right* to a Court Martial when all the facts could be shown; but the Secretary himself told me I could not be tried as I was no longer in the service. After my restoration to the service, I asked again for a Court, but my request was not even acknowledged. *I believe it is now too late to have a Court of Inquiry, otherwise I would renew that application.* I am sure I could completely exonerate myself from all blame."

G. H. Preble to the Hon. A. E. Borie, Secretary of the Navy.

U. S. Flag S. "Pensacola,"
Mare Island, April 19th, 1869.

* * "I would therefore respectfully request that my record of service may be impartially re-examined, confident of the result."

G. H. Preble to the Hon. Geo. M. Robeson, Secretary of the Navy.

Charlestown, Mass., Nov. 13th, 1869.

* * "I will state, I would not have accepted my commission had I not thought I was honorably restored to my old rank, which if subject to a loss of pay and suspension from it I could not have been, *and that I have on all proper occasions urged an investigation of the conduct that occasioned my dismissal from the Navy, by a Court of Inquiry or Court Martial.*"

Charlestown, Mass., Feb. 11th, 1870.

* * "My desire is that a full, fair and *searching* examination of my record *throughout the war* may be made."

Capt. G. H. Preble to Vice-Admiral S. C. Rowan, U.S.N.

U. S. N. Rendezvous, Navy Yard, Boston, Mass.,
January 30th, 1871.

SIR,

I have received the circular of the Hon. Secretary of the Navy, dated January 24th, 1871, and agreeably thereto respectfully request that my claims for restoration to rank may have early consideration by the Board of which you are the President, agreeably to my letter of September 13th, 1870, addressed to the Hon. Secretary of the Navy.

I believe the files of the Navy Department contain abundant evidence in support of my claim, but should the Board deem otherwise, or if it will in any way facilitate or hasten its action in my case, I

respectfully request that you will order or summons me to appear before it, to support my claim in person.

Should a statement of my services be required, I am ready to furnish it.

Very Respectfully,
Your Ob't Servant,
GEO. HENRY PREBLE,
Captain U.S.N.

Capt. G. H. Preble to the Hon. Geo. M. Robeson, Secretary of the Navy.

Naval Rendezvous,
Boston Navy Yard,
Feb. 1, 1872.

SIR,

Having learned that the Advisory Board has failed to recommend my restoration, and "while *satisfied* with my zeal and gallantry in several battles, they did not feel authorized to reverse the decisions and opinions of the heads of the government in the absence of a direct acquittal by a competent Court composed of my peers"—

I now respectfully request you to order a Court whose duty it shall be to examine into my whole record of service during the war, *including* the "Oreto" affair, or that you will refer the same back to the Advisory Board, permitting me to appear before it and call for persons and papers.

It is through no fault of mine that such a Court was not convened long ago, as my several applications on file at the Navy Department will show. I court the fullest investigation, and waive any right from limitations from the time that has passed since my alleged offence, and the fact that the United States Senate, the highest tribunal of the country, has twice by its vote confirmed the report of its Naval Committee that my restoration to the service was "*a condonation* of any real or supposed offence I may have committed." I am proud of my war record, and heartily wish to be purified from all suspicion of not having done my whole duty faithfully and efficiently, and to the best of my abilities.

Very Respectfully,
Your Ob't Servant,

To Hon. Geo. M. Robeson,
Secretary of the Navy.

GEO. HENRY PREBLE,
Captain U.S.N.

Letters and Papers relating to the "Oreto" Affair.

Answers of Admiral D. G. Farragut, U. S. N., to the Interrogatories addressed him by the Board of Examiners when they had under consideration the Promotion of Commander Geo. Henry Preble to Captain, Feb. 11, 1867.

I have known Commander George H. Preble, U. S. N., since 1862. Commander Preble served with me in the West Gulf Squadron, first in command of the gun boat "Katahdin," in which vessel he passed Forts Jackson and St. Philip, in our attack of the 24th of April, 1862; and did good service afterwards on the Mississippi in that vessel, and subsequently in the "Oneida," to which he was transferred in the summer of 1862, when Commander S. P. Lee was ordered home.

While in command of the "Oneida," and in charge of the blockade of Mobile, he permitted the rebel privateer "Oreto" to pass in, for which he was censured and punished by the Department. The "Oreto" approached him under English colors, and, believing her to be an English man-of-war, he was not undeceived until it was too late to destroy her before she got out of reach of his guns. This unfortunate occurrence I attributed to an over anxiety to avoid involving our government by firing into an English man-of-war.

I always considered Commander Preble an excellent officer, attentive and vigilant in the discharge of his duties, with his ship ever in good order and ready for service. I never heard a word against Commander Preble's moral character or habits. From my opportunities of judging of the general intelligence and capacity of Commander Preble, I do consider him mentally qualified for promotion, and from his services under me I think I can form an estimate of his professional fitness for promotion. I never had anything against him except in the case stated (the "Oreto" affair) in my answer to Interrogatory No. 2.

In reply to the Interrogatory — "Would you as commander of a squadron have sufficient confidence in Commander Preble to send him on an important separate service in command of a vessel of war?" Admiral Farragut replied: It would depend upon the kind of service. Commander Preble has shown a degree of caution with respect to responsibilities that would forbid me sending him on an important separate service which required the assumption of great responsibility; but if the duty simply required an energetic display of courage I should have no hesitation.

Note. — I was not present when these answers were received by the Board of Examiners, and requested the Hon. Secretary of the Navy to furnish me with a copy of them. Under date, "Navy Department, April 5, 1867," he replied: "The Department declines to furnish you, as requested, with copies of the answers given by Admiral Farragut to the interrogatories addressed to him by the Board in your case, it being contrary to the practice of the Department to permit copies of such character to be furnished."

On a change in the administration of the Navy Department, I made a second application, which was successful; when I at once addressed a letter to Admiral Farragut, taking exception to his reply to one of the interrogatories, which produced from him the following letter withdrawing the opinion he had therein expressed: —

G. H. P.

Letter from Admiral D. G. Farragut, U. S. N., withdrawing his opinion as expressed in his Answer to the last Interrogatory.

New York, Jan. 10, 1870.

Sir,—I have received your letter and the papers in relation to the "Oreto" affair, and also upon the subject of your restoration to your original position in the Navy Register, &c.

Although I can discover nothing therein to reflect upon your character, as an officer, or to justify the harsh sentence in your case, excepting my words about "entrusting you with a separate command," which was based upon the belief that you were not sufficiently prompt at the time, yet *I now willingly withdraw that opinion, inasmuch as I perceive, from the report of Captain Maffitt, that you injured his vessel far more than we had believed, and that if you had had a sufficient quantity of steam you would doubtless have captured her.*

Capt. Geo. Henry Preble, U.S.N.

Letter from the Secretary of Admiral Farragut to Capt. Geo. Henry Preble.

Portsmouth, N. H., Aug. 2, 1870.

Captain,—Your two letters of July 8, one addressed to Admiral Farragut and the other to myself, would have been acknowledged more promptly had not the *former* been far too unwell to comply with the request you have made in reference to his promised letter. I therefore postponed a reply in hopes that I could be enabled to obtain from him the desired *certificate;* but I am sorry to say that the Admiral is still confined to his bed by a severe illness, and, of course, is powerless in the matter of business. I entertain strong hopes that he will recover sufficiently to fulfil all the assurances he has given, and I am sure that should such be the case, he will be very glad to forward his revised opinion of the "Oreto" affair to the Board about to be established to examine into the cases of officers who consider themselves unjustly overslaughed.

I *know* that he is desirous of doing you *full* and impartial justice, for he has often spoken of the matter, and as often declared his intention to represent you properly before this Board; and should his health permit him to carry out his wishes, I assure you it will give me very great pleasure to send you a copy of his letter to the Department. And I beg you to feel assured that amongst the first of his official acts upon his recovery will be the statement he has promised you.

I am, Captain,
Very truly and respectfully yours,
Jas. E. Montgomery,
Sec'y Adm'l Farragut.

Capt. Geo. Henry Preble, U.S.N.
U. S. S. "Pensacola," Mare Island, Cal.

Note.—Admiral Farragut had deceased on the 15th of August, before this letter was received by me.—G. H. P.

Affidavit of Jas. E. Montgomery, Esq., late Secretary of Admiral D. G. Farragut.

New York, April 19, 1872.

I, JAMES E. MONTGOMERY, of the City of New York, hereby declare that, from Nov. 15, 1868, until Aug. 14, 1870, I was the Secretary of the late Admiral D. G. Farragut, U. S. Navy: that frequently during that time the said Admiral expressed his views upon the subject of the escape of the Rebel Cruiser "Oreto" at Mobile Bay, and the action of Captain Geo. Henry Preble in permitting her escape: that upon all those occasions the said Admiral stated, that a thorough investigation into the circumstances, with the additional report of Captain Maffitt, of the Rebel Navy, to the effect that his vessel, the "Oreto," had been seriously damaged by Captain Preble's fire, *had convinced him that the said Captain Preble had done all in his power to capture the "Oreto," and that his failure to do so was owing to a want of a sufficient quantity of steam, and not to any want of promptitude on the part of that officer.* Furthermore I declare that shortly before his decease, the said Admiral Farragut directed me to remind him to write such a certificate as the above to the Department in behalf of the said Captain Preble, as soon as he was sufficiently recovered to do so.

Respectfully submitted,

JAS. E. MONTGOMERY,
Sec'y late Admiral Farragut.

City, County and State of New York, } ss.

The undersigned, James E. Montgomery, being duly sworn, deposes and says that the contents of the foregoing statements are true of his own knowledge.

JAS. E. MONTGOMERY.

Sworn, and subscribed before me, this 25th day of April, 1872.

WM. H. BUTLER, *Notary Public*,
New York City and County.

"*Report of the Board of Admirals.*"

THE BOARD, after a careful examination and consideration of the accompanying papers submitted by Capt. Geo. Henry Preble, and marked "A," "B," "C," "D," "E," "F," "G," "H," "I" and "K," together with copies of papers, and his record taken from the files of the Department by the Board, and marked Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16, all of which are hereunto annexed: do find that Captain Preble's services during the war, with one or two exceptions, *were of the highest order*, but that he made a grave mistake in not firing into the Rebel Steamer "Oreto" sooner, thereby, in the opinion of the Board, failed to capture that vessel, and lost his claim for promotion by selection under the law, approved July 25, 1866.

The Board therefore do not recommend Captain Preble for restoration to his original position in the Navy List.

(Signed) S. C. ROWAN,
Vice Admiral and President of the Board.

True Copy.
CHAS. H. POOR, Jr.,
Recorder.

(Signed) THEODORUS BAILEY,
Rear Admiral and Member.

(Signed) WM. RADFORD,
Rear Admiral and Member.

Extract from a private Letter from Rear Admiral Theodorus Bailey, U. S. N.

Washington, Jan. 29, 1872.

"Dear Captain,—You are right, the Board failed to recommend your restoration * * * Whilst satisfied with your zeal and gallantry in *several battles*, the Board did not feel authorized to reverse the decisions and opinions of the heads of the Government, in the absence of a direct acquittal by a competent court composed of your peers." * * *

Note.—See my repeated applications for a Court such as the Advisory Board deemed essential. I had never seen the letters and opinions referred to by Rear Admiral Bailey.

On the receipt of this letter I renewed my application for a Court Martial or Court of Inquiry—when the Hon. Secretary of the Navy issued the following order for a Court of Inquiry to consider the amount of my "culpability" in the escape of the "Oreto" into Mobile. G. H. P.

Order convening the Court of Inquiry.

Navy Department, April 12, 1872.

By virtue of authority contained in the Act for the better Government of the Navy of the United States, approved July 17, 1862, you are hereby appointed President; Rear Admiral Wm. Radford and Commodore Jos. F. Green, members; and Commander Jas. W. Shirk, Judge Advocate, of a Naval Court of Inquiry, which is ordered to convene at the Navy Department, on Saturday, the 20th day of April, A. D. 1872, or as soon after as practicable, for the purpose of inquiring into the circumstances attending the entrance of the Rebel Privateer "Oreto," into the port of Mobile, Alabama, on or about the 4th day of September, 1862.

The Court will diligently investigate the matter referred to them, and report to the Department their proceedings, together with their opinions as to the degree of culpability, if any, on the part of Capt. Geo. Henry Preble, in relation to the escape of that vessel into the port of Mobile.

Given under my hand, this twelfth day of April, eighteen hundred and seventy-two.

Geo. M. Robeson,
Secretary of the Navy.

Rear Admiral Theodorus Bailey, U. S. N.,
Washington, D. C.

Extracts from the Testimony of the Principal Witnesses, before the Court of Inquiry.

Testimony of Commander J. S. Thornton, U. S. N., Commander of the U. S. Steam Gunboat "Winona," Sept. 4, 1862.

Commander James S. Thornton, U. S. N., was called and sworn as a witness by the President of the Court.

Question by the Judge Advocate.—Where were you and in what capacity on the 4th day of September, 1862?

Answer.—Commander U. S. Steam Gunboat "Winona," off Mobile, on blockade duty.

Question by the Judge Advocate.—Did you witness the running of the blockade, off Mobile, by the Rebel Privateer "Oreto" on that day? If yes, please give to the Court a narrative of that affair as witnessed by yourself.

Answer.—Yes. I was returning to my station at the Swash Channel when I was signalled from the "Oneida" to chase to the westward, about mid-day or a little after noon. I spoke the "Rachel Seaman." I signalled to the "Oneida" that the stranger was a friend. I was then ordered by signal from the "Oneida" to chase at discretion; the look-outs aloft, upon being hailed, discovered black smoke in the south-east board. I steered for the black smoke, and discovered it to be a steamer standing towards Mobile. As I approached her she hoisted an English ensign and pennant. I was at quarters, with guns cast loose. I ordered the 1st lieutenant to hail the vessel as I approached him in passing. He did so, and received in reply, "Her Britannic Majesty's Steamer 'Spitfire,' or 'Vixen,'" I forget which. The general appearance of the vessel, and I examined her critically, seemed to accord with that class of vessel. I suffered her to pass as she was steering for the "Oneida," which ship was coming out from her anchorage, off Mobile. I was fully under the impression that she was an English man-of-war, desirous of communicating with the blockading fleet, and was approaching the "Oneida," which vessel carried the commanding, or senior, officer's pennant. I turned and followed the "Oreto," and followed her in; she was going very rapidly, and as she approached the "Oneida," I heard the report of a gun from the "Oneida," and saw the "Oneida" turned in chase. I was satisfied at once that the vessel was endeavoring to run the blockade, and ordered a shot fired into her; I thought at the time that the shot struck her. I noticed that she altered her course, about four points, I should judge, as though she intended to heave to; her men were then sent aloft in the rigging, as though to loose sails, but the fire from the "Oneida," musketry and heavy guns drove them down again. She almost immediately resumed her course and pushed rapidly on for the entrance of the harbor. I followed the chase as closely as possible, firing at her with the xi. inch gun several times, I don't remember how many, until the lead gave soundings in two and a half fathoms of water, when I put the helm a-starboard and gave up the chase.

Question by the Court.—What were the orders of the Commander-in-Chief in relation to stopping a strange sail approaching the blockade, and what was the formula observed?

Answer.—I had no special instructions in that respect.

Question by the Court.—Did Admiral Farragut issue no General or Special orders to the Squadron on the subject, to the best of your knowledge and belief?

Answer.—I never received any.

Question by Captain Preble.—Were you aware at the time of the chase of any rebel vessel of war in the vicinity?

Answer.—I was not.

Question by Captain Preble.—When and where did you first learn of the "Oreto" and "No. 290"?

Answer.—Admiral Farragut informed me that there were two rebel vessels afloat that answered the description I gave him of the chase; this was at Pensacola, upon the occasion of my reporting to the Admiral with Captain Preble's despatch, mentioning the fact of the "Oreto's" running the blockade.

Testimony of Commander Montgomery Sicard, U. S. N., the Executive Officer of the "Oneida" during the Chase of the "Oreto," Sept. 4, 1862.

Commander Montgomery Sicard, U. S. N., was then called into Court, and sworn as a witness by the President of the Court.

Question by the Judge Advocate.—Please state your name and rank.

Answer.—Montgomery Sicard, Commander U. S. Navy.

Question by the Judge Advocate.—Where and in what capacity were you on Sept. 4, 1862?

Answer.—I was in the U. S. S. "Oneida" as Lieutenant Commander and Executive Officer, off the bar of Mobile, on blockade duty.

Question by the Judge Advocate.—Did you witness the running of the blockade on that day by the rebel privateer "Oreto," and if yes, please give the Court a narrative of that affair, as witnessed by yourself.

Answer.—I did witness the running of the blockade by the rebel steamer "Oreto." About 5 o'clock P. M. on that date, I was ordered by Commander Preble to get the "Oneida" under way in chase of a steamer standing towards the blockading force from the eastward. This vessel was distant some six miles while the "Oneida" was getting under way. The stranger was burning bituminous coal. At this time steam was up on only one of the "Oneida's" boilers, the other being under repair. The order was given to get up steam upon this boiler also, when it became apparent that the ship would be required to chase or to leave her station to meet the stranger. While steaming out towards the strange vessel the "Oneida" was prepared for action (the U. S. S. "Winona" was in company). When the stranger came within about half a mile of the "Oneida" she hoisted the English ensign and pennant; her guns could be plainly seen. When quite near the "Oneida" the stranger put her helm gradually to port, and sheered to the northward. The "Oneida's" helm was put a-starboard, and she followed closely under the stranger's port bow. When both vessels had sheered towards the land some distance (the land was to the northward), the stranger put his helm to starboard gradually, and the "Oneida's" helm being also put a-starboard, the two vessels about abeam of each other, distant about one hundred yards, stood to the westward. Near the time when the "Oneida's" helm was first put a-starboard (the vessels being about one hundred and fifty yards distant from each other), by Commander Preble's order the 30 pdr. rifle on the forecastle was fired at very short intervals across her bow, the shot from the last striking near her fore foot; very shortly after the shotted round, Commander Preble gave the order to fire into the stranger. The guns at once commenced, and continued their fire as long as they would bear. About the time the general fire was commenced, the stranger hauled down the English flag. During the firing she loosed her fore-topsail and top-

gallant-sail, but did not sheet home, her men coming down quickly out of the rigging. From the time the vessels came parallel to each other, steering to the westward, the chase had reached rapidly on the "Oneida," soon the broadside guns would not bear, and shortly even the xi. inch pivot guns would not bear without yawing the ship. The fire of the "Oneida" was a good deal impeded by the quantity of smoke that (with a light following breeze) soon accumulated between the vessels; while watching the working of the guns it occurred to me that the forward xi. inch gun was not firing quite as well as usual; it had recently a new captain; aside from this the battery worked as usual, the crew being quite accustomed to handle the guns in action. As the stranger drew ahead, it soon became apparent that he would probably escape; nevertheless the chase was continued until coming upon the edge of the bar and the approach of night rendered it necessary to haul the "Oneida" off. It is my impression that steam was not up under the boiler that had been under repair, until the chase was virtually over. The U. S. S. "Winona" took part in the chase, as did also the U. S. Schooner "Rachel Seaman." It was difficult during the critical part of the foregoing chase (that is, before the general fire was opened), to know at exactly what speed the stranger was running; her propeller being submerged, whenever I had an opportunity to notice, made but little disturbance on the water. As regards the character of the stranger, it was my opinion, up to the time of opening fire upon her, that she was an English vessel of war; and even when Commander Preble gave the order to fire into her, I recollect the feeling of doubt passing across my mind as to the policy of doing so yet, probably owing to the uncertain state of our relations with England, and to the importance of our not being burdened—(here a member of the Court objected to the witness giving an opinion. The Court was cleared for deliberation, and on being re-opened, Commander Montgomery Sicard was recalled into Court, and the Judge Advocate announced the decision of the Court to be: that the witness is allowed to finish the sentence, but in the remainder of his testimony is to confine himself to facts and circumstances that came under his observation)—with a foreign war at that time. The stranger had not approached the usual position of the blockading vessels near the entrance, by about a couple of miles. During the firing I thought at one time that the chase had fired a return gun, but hearing no projectile, concluded a shell had burst short.

Question by the Judge Advocate.—How long after the "Oneida" got under way was it before she was a-beam of the stranger?

Answer.—Being very much occupied in preparation of the ship, &c., it would be difficult to be accurate, but I think about three-quarters of an hour.

Question by the Judge Advocate.—Did the "Oreto" slacken her speed at all in approaching the "Oneida"?

Answer.—I could not say.

Question by Judge Advocate.—At the time was she moving rapidly?

Answer.—About ordinary speed, as near as I can remember. She did not impress me as going fast at the time.

Question by Capt. Preble.—Would you have run down or boarded the strange steamer, had you been in command?

Answer.—No.

Question by the Judge Advocate.—You state that had you been in command you would not under the circumstances have run down or boarded the strange steamer. Please give your reason.

Answer.—I would have supposed her an English man-of-war, and should have thought it advisable to observe her somewhat before proceeding to such an extreme measure against a vessel belonging to a power with which we were at peace, especially as we were not particularly near the entrance to the port.

Question by Capt. Preble.—Did you know of any order or instruction from the Admiral, with regard to the manner of intercepting a vessel approaching the blockade?

Answer.—No.

Testimony of John N. Maffitt, the Commander of the Confederate Steamer "Oreto" on Sept. 4, 1862, before the Naval Court of Inquiry, May 6, 1872.

John Newland Maffitt, Esq., was then introduced into Court and sworn as a witness by the senior officer present and presiding officer of the Court *pro tem.*

Question by Capt. Preble.—What is your name and residence at this time?

Answer.—John N. Maffitt, near Wilmington, N. C.

Question by Capt. Preble.—Where were you on the 4th of September, 1862, and in what capacity?

Answer.—In command of the Confederate Steamer "Florida," approaching the harbor of Mobile.

Question by Capt. Preble.—Please give a narrative of the facts as witnessed by yourself of the "Oreto's" running the blockade on that day into Mobile Bay?

Answer.—She was called the "Florida," not the "Oreto." I think it was about three o'clock in the afternoon when Fort Morgan was reported in sight and also two steamers, evidently blockade steamers. Having determined, if possible, to enter the harbor, I did not change my course, but continued to advance. Both of them came out to meet me. When quite near the "Oneida" I was hailed and ordered to heave to immediately. I should say that a shot was fired across my bow previously to the hail. I declined in response to obey the order, and immediately received a broadside, the effect of which was to carry away all of my hammock nettings and much of my standing and running rigging. The superior speed of the "Florida" enabled me to pass the "Oneida." She continued her bombardment. One xi. inch shell passed through the coal bunkers on the port side, struck the port forward boiler, took off one man's head as it passed on the berth deck, wounding nine men. If it had exploded, which it failed to do, I no doubt would have lost every man in the vessel, except the two men at the helm, as I had ordered all the crew below. Immediately after this a shot from the "Winona" entered the cabin and passed through the pantry; an xi. inch shell from the "Oneida" exploded close to the port gangway, and seriously wounded the vessel. The fire from this vessel, the "Oneida," increased in warmth and destruction, carrying away all the standing, and most of the running rigging of my vessel. I endeavored to make sail, and

succeeded so far only, as letting fall the topsails; several men were wounded in the rigging, the sheets and tyes shot away, so that I was not enabled to set the sails properly. At this moment I hauled down the English flag, under which I was sailing as a "ruse de guerre," and gave the order to one of the helmsmen to hoist the confederate flag. At that moment he was endeavoring to haul up the foot brail of the spanker, and lost his forefinger with a shrapnel shot, so that my order in regard to the flag could not be complied with. During all this time, shell and shrapnel were bursting over us and around us, the shrapnel striking the hull and the spars at almost every discharge. We made no effort at resistance, for though armed, we were not at all equipped, having neither rammers nor sponges, sights, quoins, nor elevating screws, and many of the men and some of the officers sick with the yellow fever, from which disease the 1st lieutenant died in twenty-four hours after we got into port. When we anchored under the guns of Fort Morgan, shortly after sundown, the "Florida" was a perfect wreck, and only succeeded in escaping by the smoothness of the sea and her superior speed. The xi. inch shell which came in and passed along the berth deck, entered three inches above the water line, and if there had been any sea on, our bilge pumps would not have saved the vessel from sinking. An idea of the damage done to the "Florida" may be comprehended by the fact that it took three months and a half to repair her, of course with the limited facilities at our command in Mobile Bay.

Question by Capt. Preble. — Had you any subsequent opportunity of ascertaining the relative speed of the "Oneida" and "Oreto," or "Florida"?

Answer. — I did. I passed out of the harbor of Mobile on the morning of the 16th of January, 1863, I think, and was chased by the "Oneida" [Captain S. F. Hazard, U. S. N., then commanding], from daylight until twelve o'clock at night, and found no difficulty in escaping from her. The only vessel that gave us any annoyance was the "Cuyler."

Question by the Judge Advocate. — When the first shot was fired across the bow of the "Florida" or "Oreto," what was your distance from the "Oneida"?

Answer. — I think about 80 or 90 yards. I got as near as that because I was approaching her under English colors with a view of deceiving her.

Question by the Judge Advocate. — When you first made the two steamers "Oneida" and "Winona" how did they bear?

Answer. — The "Oneida" was directly ahead of me, bearing, I think, Northwest. The bearing of the "Winona" I do not remember; I only paid attention to what I knew to be the commanding officer.

Question by the Judge Advocate. — At this time what was the bearing and distance of the entrance of the harbor of Mobile?

Answer. — Sand Key Light-house bore N. N. W. My impression is, that the distance was about seventeen miles.

Question by the Judge Advocate. — When first fired at by the "Oneida," what was the bearing and distance of entrance to the harbor of Mobile?

Answer. — I should think about thirteen miles, the same bearing. I never changed my course.

Question by the Judge Advocate. — Did you slacken your speed at all upon approaching the "Oneida"?

Answer. — I increased it.

Question by the Judge Advocate. — How near did you pass the "Winona"?

Answer. — I think about six hundred yards.

Question by the Judge Advocate. — How long after passing the "Winona" was it before the shot from the "Oneida" was fired across your bow?

Answer. — I cannot tell the time; I don't think over three minutes.

Question by the Judge Advocate. — Were you hailed by the "Winona"?

Answer. — I did not hear any hail from her.

Question by the Judge Advocate. — Did you inform the "Winona," in passing, of the assumed name and character of your vessel?

Answer. — I did not; if she hailed and any response was made, it was not to my knowledge, as I was in the port gangway attending to the "Oneida." As I left the "Winona" so rapidly, I considered my safe passage dependent only upon passing the "Oneida."

Question by the Judge Advocate. — When you passed the "Winona" how did she bear?

Answer. — She was on my starboard quarter.

Question by the Judge Advocate. — When the first shot was fired from the "Oneida," how was she heading?

Answer. — She was apparently trying to cross my bow, I thought at first with the intention of running me down.

Question by the Judge Advocate. — Did any other vessel besides the "Oneida" and "Winona" take part in the chase of the "Florida" or "Oreto"?

Answer. — Yes, an armed schooner approached me on the port beam, and fired several shots into me; the damage received from her was principally in my spars; she tacked out of the way of the "Oneida" and ceased firing.

Question by the Judge Advocate. — What was the draft of the "Florida"?

Answer. — Eleven and a half feet, which enabled me to make a short passage into the harbor by crossing over the tail of the shoal.

Question by the Judge Advocate. — At the time the broadside was fired into the "Florida" or "Oreto," what was your distance from the "Oneida"?

Answer. — About eighty or ninety yards.

Question by the Court. — Was more than one shot fired across the bow of the "Oreto" or "Florida" from the "Oneida" before you received her broadside?

Answer. — I think but one shot, so far as my memory serves me.

Question by the Court. — State how the "Oneida" was heading and bearing when her broadside was fired at the "Oreto" or "Florida."

Answer. — She was on my port beam, and heading, I think, about N. N. W., nearly the course that I was.

Question by the Court. — When you passed the "Winona" how far distant were you from the "Oneida"?

Answer. — Probably four hundred yards or less.

Question by the Court. — Did or did not the "Winona" fire a warning gun for the "Oreto" or "Florida" to heave to, when you passed her and was nearest to her?

Answer. — She did not.

Question by the Court. — Which of the two, the "Winona" or the "Rachel Seaman," did you pass first?

Answer. — The "Winona."

Question by the Court. — How near did you pass the "Rachel Seaman"?

Answer. — About seven hundred yards, I think.

Question by Capt. Preble. — Is the Log Book of the "Florida" now in this or the State Department, the Log Book at the time you entered Mobile Bay?

Answer. — It is not in either, it was dropped in 15 fathoms off Charleston.

The testimony of this witness was read over to him, and by him pronounced to be correct. The witness then withdrew.

Circular General Order from the Navy Department, enjoining Caution in ascertaining the character of a Vessel before firing into her; issued sixteen days previous to the Oreto's running into Mobile Bay.

Navy Department, Aug. 18, 1862.

Sir,—Some recent occurrences in the capture of vessels, and matters pertaining to the blockade, render it necessary that there should be a recapitulation of the instructions heretofore from time to time given, and also of the restrictions and precautions to be observed by our squadrons and cruisers.

It is essential, in the remarkable contest now waging, that we should exercise great forbearance with great firmness, and manifest to the world that it is the intention of our government, while asserting and maintaining our own rights, to respect and scrupulously regard the rights of others.

It is in this view that the following instructions are explicitly given:

First, That you will exercise constant vigilance to prevent supplies of arms, munitions and contraband of war, from being conveyed to the insurgents, but that under no circumstances will you seize any vessel within the waters of a friendly nation.

Secondly, That while diligently exercising the right of visitation on all suspected vessels, you are in no case authorized to chase and fire at a foreign vessel without showing your colors, and giving her the customary preliminary notice of a desire to speak and visit her.

Thirdly, That, when that visit is made, the vessel is not then to be seized without a search carefully made, so far as to render it reasonable to believe that she is engaged in carrying contraband of war for or to the insurgents, and to their ports directly, or indirectly by transshipment, or otherwise violating the blockade; and, that if after visitation and search it shall appear to your satisfaction that she is in good faith, and without contraband, actually bound and passing from one friendly, or so called neutral port to another, and not bound, or

proceeding to or from a port in the possession of the insurgents, then she cannot be lawfully seized.

Fourthly, That, to avoid difficulty and error in relation to papers which strictly belong to captured vessels, and mails that are carried, or parcels under official seals, you will, in the words of the law, "preserve all the papers and writings found on board, and transmit the whole of the originals unmutilated, to the Judge of the districts to which such prize is ordered to proceed," but official seals or locks, or fastenings of foreign authorities, are in no case, nor on any pretext, to be broken, or parcels covered by them read by any naval authorities, but all bags or other things covering such parcels, and duly sealed or fastened by foreign authorities, will be, in the discretion of the United States officer to whom they may come, delivered to the consul, commanding naval officer, or legation of the foreign government, to be opened, upon the understanding that whatever is contraband or important as evidence concerning the character of a captured vessel, will be remitted to the prize court, or to the Secretary of State at Washington; or such sealed bags or parcels may be at once forwarded to this Department, to the end that the proper authorities of the foreign government may receive the same without delay. *You are specially informed that the fact that a suspicious vessel has been indicated to you as cruising in any limit which has been prescribed by this Department, does not in any way authorize you to depart from the practice of the rules of visitation, search, and capture prescribed by the law of nations.*

True Copy:
Attest, H. E. Offley,
Chief Clerk.

Very respectfully,
Gideon Welles,
Secretary of the Navy.

Note.—At the time of the chase of the "Oreto," no order had been issued from the Department, or by the Admiral, prescribing the manner of procedure in stopping a vessel approaching a blockaded port. The rules prescribed in the Navy Regulations for 1865, pars. 728 and 731, and repeated in the Regulations for 1870, pars. 1013 and 1016, in relation to bringing vessels to—viz.: *first*, a blank cartridge; *second*, a shotted gun aimed so as not to hit; *third*, a shot fired at the vessel—were, however, strictly followed by me, with the exception that, instead of a blank cartridge, the first warning gun was *shotted* from inability to withdraw the shot without too much delay. And these guns were fired in such rapid succession from the same gun that only three minutes, as timed by the ship's time piece, elapsed between the first gun and the broadside which was fired into the "Oreto."

The fact that the "Oreto" or "Florida" and "No. 290" or the "Alabama" was abroad upon the ocean was known at Pensacola and New Orleans, but not on the blockade off Mobile, when the "Oreto" forced my blockade. G. H. P.

The Opinion of the Court of Inquiry, *convened by the Secretary of the Navy, May,* 1872, *at the request of Captain* George Henry Preble, *U. S. N., to investigate the circumstances attending the Escape of the Rebel Cruiser "Oreto" into the Bay of Mobile, Sept.* 4, 1862.

The Court, after a full and mature deliberation of all the evidence, find the following facts to be established, viz.:—

1st. That on the 4th of September, 1862, the U. S. S. "Oneida," Captain George H. Preble, U. S. N., and the U. S. S. "Winona," Commander Thornton, U. S. N., comprised the blockading force off Mobile Bar, and that, at about five o'clock in the afternoon of that day, the "Oneida" being at anchor, and the "Winona" returning to her station from speaking the U. S. Schooner "Rachel Seaman,"

which vessel was from Galveston bound to Pensacola, black smoke was discovered to the southward and eastward, whereupon at 5h. 15m. signal was made from the "Oneida" to the "Winona" to chase at discretion, and at 5h. 30m. the "Oneida" got under way and stood toward the black smoke and cleared ship for action.

2d. The "Winona" stood to the Eastward, and soon after, she as well as the "Oneida" discovered the black smoke to proceed from a Steamer flying the English flag and pennant, and resembling in her rig, hull and general appearance, and in all other respects, a gun-boat belonging to H. B. M.'s Service, standing about N. W. for the entrance to the main channel of Mobile Bay. She approached and passed the "Winona" at full speed at the distance of about six hundred yards.

3d. The "Winona" made no attempt whatever to compel the stranger to heave to, neither did she make any signal to the "Oneida" indicating her character, assuming from her general appearance that she was a friendly National vessel.

4th. At the time the "Oreto" passed the "Winona," the "Oneida" was about one thousand yards distant in a north-westerly direction, directly in the course of the "Oreto," heading to cut her off. Captain Preble had also unfortunately and erroneously concluded from the general appearance of the "Oreto" and the circumstance of her passing the "Winona" unmolested, that she was an English man-of-war, and allowed her to approach at full speed and unaltered course, without making the usual signal for her to heave to, until she was within about from one to two hundred yards of the vessel under his command, which had her helm a-starboard, when he hailed her, fired three shots in quick succession, the first two across the stranger's bow, and the third at his fore-foot.

By this time the "Oreto" was about on his starboard beam, or a little forward of it, and distant not exceeding one hundred yards; both vessels standing on parallel courses towards the bar. Immediately after the third shot, the "Oreto" continuing on her course with unabated speed, Captain Preble opened his broadside upon her, pursued her, keeping up a continuous fire at her, until she crossed, by her superior speed, Mobile Bar, out of the range of his guns, and he was compelled to haul off on account of shoal water, and night approaching.

5th. On the "Oneida" firing the first shot, the "Winona" opened fire and continued it upon the "Oreto," and pursued her until she was obliged to haul off, on account of shoal water.

6th. The U. S. Schooner "Rachel Seaman" also opened her fire upon the "Oreto" when she was within range of her guns.

7th. That the fire of the "Oneida" was effective, as the "Oreto" had the greater part of her running and standing rigging shot away, which prevented her making sail — received an xi. inch shell between wind and water, had one man killed and ten men wounded, and was otherwise damaged, and that her final escape from capture or destruction was due to her superior speed, and the disabled condition of the "Oneida's" boilers and a smooth sea — And the Court are therefore of the opinion that the culpability of Captain George H. Preble, U.S.N., consists in his omission, in order to avoid showing discourtesy to a national vessel, bearing the flag of a friendly power, to warn or com-

pel the "Oreto" to heave to, on or immediately after she came within the range of the guns of the blockading force under his command, and allowing her, under the erroneous conviction that she was a Gun-boat belonging to H. B. M.'s service, to approach at full speed, and to attain a position in such close proximity to the vessel under his command, before warning or using force to compel her to heave to, as to admit of, and which finally resulted in her escaping into the Bay of Mobile.

In regard to the degree of "culpability" to be attached to Capt. George H. Preble, U. S. N., the Court are of the opinion, that his failure to take any measures to heave the "Oreto" to, from the time she first came within gun-shot range of the force under his command, until he fired the first signal gun to heave her to, was, under the attending circumstances, and considering his antecedents as an officer, a *venial* violation of duty, and that when it became manifest to him that the "Oreto" intended to violate the blockade, he did all that a loyal, brave, and efficient officer could do, to capture or destroy her.

JAMES W. SHIRK,
Commander U.S.N.
Judge Advocate.

(Signed) WM. RADFORD,
Rear Admiral U.S.N.
Senior and Presiding Officer of the Court.

TESTIMONIALS OF SERVICE IN THE WESTERN GULF BLOCKADING SQUADRON.

Letters from Rear Admiral Theodorus Bailey, U.S.N.

U. S. Navy Yard, Portsmouth, N. H.,
Dec. 15, 1866.

MY DEAR PREBLE, — Your letter received to-day is at hand. I have a distinct recollection of the gallant services you rendered in command of the "Katahdin" of my leading division at the passage of the forts, and capture of New Orleans.

I regret that important and engrossing duties and events that transpired up to the time of my returning as bearer of despatches to Washington, prevented my doing ample justice, in my official report, to yourself and other gallant spirits of my divisions.

It will afford me great pleasure, even at this late day, to place on file at the Navy Department my impression of your services on that occasion.

Very respectfully, your old comrade,

Commander GEO. H. PREBLE, U.S.N., &c.

T. BAILEY,
Rear Admiral.

U. S. Navy Yard, Portsmouth, N. H.,
Commandant's Office, Dec. 28, 1866.

SIR, — Commander George H. Preble, U. S. N., reminds me in a letter, dated the 14th inst., that I have not placed on file at the Navy Department, a testimonial of his conduct, while under my command,

at the battle of the lower Mississippi and capture of New Orleans. The omission was caused by the fact that the Commander-in-Chief ordered all the reports from Commanders of vessels to be made to him direct, instead of to, and through the Commanders of their respective divisions. I beg therefore, even at this late day, to express my appreciation of his steady and spirited conduct on that occasion. The gunboat "Katahdin," under the command of Lieut. Commander Preble, and attached to my division of the Red, was the *fourth* vessel to follow me past the forts, and enter into conflict with the enemy's fleet above. I believe that he did his whole duty with coolness and intrepidity.

I have the honor to be, Sir, your ob't serv't,

Hon. Gideon Wells,
Secretary of the Navy.

Theodorus Bailey,
Rear Admiral U.S.N.

Letter from Major Gen. Benj. F. Butler, U. S. Vols.

Lowell, Mass., Jan. 19, 1863.

Dear Sir, — I have the honor to acknowledge the receipt of your letter of the 18th inst., together with the pamphlet. I shall be *glad* to bear testimony to your efficiency and vigilance while on service in the Mississippi.

Very respectfully, your obedient servant,

Commander Geo. Henry Preble,
Cambridge, Mass.

Benj. F. Butler,
Major Gen. U. S. Vols.

Letter from the late Rear Admiral H. H. Bell, U.S.N.

U. S. S. "Brooklyn," off Mobile, Oct. 21, 1862.

My Dear Sir, — I can state with pleasure, in reply to your letter of Oct. 14th, that during the time I was Fleet Captain of the Western Gulf Blockading Squadron, you were always prompt, active and energetic in the discharge of your duties as commanding officer of a gunboat.

I am, very respectfully, your obedient servant,

Geo. Henry Preble, Esq.,
Late Commander U. S. N.

H. H. Bell,
Commodore.

Extract from a Letter from Rear Admiral James Alden, U.S.N.

U. S. Str. "Richmond," Pensacola, Oct. 15, 1862.

Dear Sir, — * * As an evidence of my thinking the blockading forces off Mobile were properly organized when I relieved you, I did not consider it necessary to alter it in the slightest particular.

As to your energy and zeal in the service, I always thought those qualities shone out in a remarkable degree from among those which have given you so high a stand among your brother officers in the Navy.

Respectfully yours,

Commander Geo. Henry Preble, U.S.N.

J. Alden,
Commander.

Letter from the late Rear Admiral James S. Palmer, U.S.N.

Flag Ship "Rhode Island," 2nd rate,
Hampton Roads, Va., Jan. 7, 1867.

Sir, — Commander George Henry Preble, in the summer of 1862, commanded the U. S. Steamer "Katahdin," which was one of the *advanced* division under the orders of Admiral Farragut, being directed to keep up an efficient blockade of Vicksburg; during this period we frequently went up, both night and day, and attacked the enemy's batteries, harassing them and preventing them from extending their works. On one occasion Commander Preble, by my orders, went up at night, and burnt the wharf boat opposite the lower batteries, from whence they signalized our movements to the town during the night.

Again, two (2) of my gunboats, stationed below at Grand Gulf, were driven off in the night by the enemy's batteries. When I went down with the rest of my division, and so vehement was our attack that the enemy could not stand to his guns, I also landed and partially burnt the town. Commander Preble participated in this affair, and during the whole period he was under my command I always regarded him as a most capable and reliable officer.

Very respectfully, your obedient servant,

Hon. Gideon Welles,
Secretary of the Navy.

Jas. S. Palmer, *Rear Admiral*,
Commanding North Atlantic Squadron.

Testimonials of Service when in Command of the Naval Brigade, of the South Atlantic Blockading Squadron, November and December, 1864.

Letter from Rear Admiral John A. Dahlgren, U.S.N., Commander-in-Chief of the South Atlantic Blockade Squadron.

Washington, Aug. 12, 1866.

Dear Sir, — I have your note in relation to loss of promotion. You ask, — *"May I claim your endorsement for the time I was under your command?" You have had it. The service of the Fleet Brigade, under yourself and officers, was of the most meritorious kind.* My public orders, and the recognition of the General, under whom it served, testify to this fully. General Orders Nos. 98, 101, 106 (1864); Nos. 3, 62, 65 (1865). Also your own reports, which appear with the annual report of the Navy Department.

I was not myself in action with the Brigade, being in the squadron that cöoperated with the army; but was with the Brigade when it landed at Boyd's Neck, before a soldier was ashore, and myself placed its advanced line with its own artillery, a mile to the front to feel the enemy, before the troops had all landed; and, after some of the actions, visited the Brigade, in advanced position near the enemy.

The losses of the Brigade speak for its service. They and the Roll have been published in orders.

Very truly yours,

Capt. Preble.

J. A. Dahlgren,
Rear Admiral.

Rear-Admiral Dahlgren to the Secretary of the Navy.

Dec. 7, 1864.

* * * "Nothing could be more satisfactory than the behavior of the Fleet Brigade; the officers and men go to the work with a zeal and vigor that is deserving of all praise, and make me regret my force is too limited to permit a stronger detachment, for I have more howitzers."

Jan. 4, 1865, he wrote the Secretary:

* * * "The excellent service performed by the Fleet Brigade has fully realized my wishes and exemplified the efficiency of the organization. * * * The howitzers were always landed as quickly as the men, and were brought into action before the light pieces of the land service could be got on shore. I regret very much that the reduced complements of the vessels prevented me from maintaining the force in constant organization."

Rear-Admiral Dahlgren to Commander Preble.

Dec. 26, 1864.

"You will convey to the Fleet Brigade my appreciation of the service it has rendered." * * * "I cannot omit to bear my own testimony to the fidelity and zeal with which the officers of the different battalions, artillery, seamen and marines endeavored to train their men in the few days which the urgency of circumstances permitted."

Rear-Admiral Dahlgren's General Order No. 3. *(Third yearly series.)*

Flag Ship "Harvest Moon,"
Port Royal Harbor, S. C., Feb. 7, 1365.

It affords me pleasure to say to the officers and men of the late Fleet Brigade, that Gen. Hatch, with whose division they bore a part in the recent expeditions up Broad river, has been pleased to write me concerning them as follows:

"I only regret that by leaving, during my absence I was deprived of informing them of the high estimation in which they were held, not only by myself, but by the entire command.

"You will confer on me a favor by announcing to the Brigade, that its gallantry in action, and good conduct during the irksome life in camp, won from all the land forces with which it served, the highest praises. The officers, for their gentlemanly bearing and strict attention to duty, received from all, the credit justly their due.

"The harmony that prevailed throughout the command proved that if any jealousy had previously existed between the different branches of the service, all that was wanting to efface it was a better knowledge of each other.

"To Commander Preble, Lieut. Commanders Matthews, O'Kane, Crosman, and Lieut. Stoddard, with whom I was more intimately

brought in contact, I give my warmest thanks for the support rendered me.

"Very respectfully, your obedient servant,
JOHN P. HATCH,
Brigadier General Commanding."

I am well assured that no idle compliment is here meant; the manly, straight-forward character of General Hatch assures you and me that every word said is fully intended. It will always be a subject of unmixed satisfaction to you all that you had the opportunity of drawing such commendation from the gallant veteran who in his person was your witness.

JOHN A. DAHLGREN, *Rear Admiral,*
Com'd'g S. Atlantic Blockading Squadron.

Extract from Rear Admiral Dahlgren's General Order No. 62.

May 9, 1865.

"After much unavoidable delay, the muster-roll of the Fleet Brigade has been printed, and I am thus enabled to make due mention of the Expedition to which it belonged.

"This was undertaken in order to prepare for the arrival of General Sherman, who was known to be marching for the coast.

"The vessels first reached the landing at Boyd's Neck, Nov. 29, and the Fleet Brigade was put ashore with infantry and howitzers, deployed in skirmishing order. It soon advanced with the troops under General Hatch, and shared in the hard fighting near Grahamsville. * * *

"With its howitzers the Brigade afterwards held the extreme left of an entrenched position until Dec. 6th, when the army removed to the Tulafinney, the Fleet Brigade in company.

"After a successful feint by the 'Pawnee' and the gunboats commanding the rebel position on the Coosawatchie, a landing was promptly effected on the Tulafinney. Severe fighting followed, in which the officers and men of the Fleet Brigade did their full share, and lost heavily.

"The commanding general has since handsomely acknowledged the good service, which I have made known in a squadron order. * *

"The reports of the officers have been forwarded to the Navy Department, and it only remains for me to thank Commander PREBLE, the commanders and their executive officers of battalions; the officers, sailors and marines of the Brigade, for the creditable manner in which they fulfilled the task assigned them." * * *

Extract from Rear Admiral Dahlgren's General Order No. 65.

June 17, 1865.

"Late in 1864, Gen. Sherman began that campaign, which would of itself place him among the foremost military commanders of history, and to facilitate his communication with the ocean, a joint movement was made up Broad River by Gen. Foster and a detachment of steamers from the Squadron, menacing the enemy's own communication near Coosawhatchee.

"The Fleet Brigade was organized from the officers and marines of

the Squadron, and did good service, participating in all the actions, which were often severe.

"At Boyd's Creek the sailors and marines were ashore first, and deployed as skirmishers. At Tulafinney the howitzers were rushed up to assist the advance, then heavily engaged with the enemy, and by a few decisive rounds threw them back."

Brevet Major Gen. John G. Foster, U.S.A., to Commander Preble, U.S.N.

Tallahassee, Fla., Nov. 14, 1866.

My Dear Captain, — Your letter of the 20th ult. came duly to hand after a long delay en route, and I am happy to be able to do what you desire. Your services in command of the Marine Brigade, while operating with my force, to favor the junction with Gen. Sherman's army, were of very great value.

At the battle of Honey Hill, and the engagement upon Devaux's Neck, toward Pocotaligo, your force aided in a great degree to assure our success, and was, in fact, under the peculiar circumstances, invaluable.

The harmony that always marked our intercourse and joint duties, was another pleasing feature.

I sincerely hope that you may be able to obtain some proper recognition from your department, for your services in South Carolina, and if my poor testimony can be of any service, I trust you will use it.

With kindest regards, very truly your friend,

Commander Preble, Boston Navy Yard.

J. G. Foster, Brevet Major Gen. U.S.A.

Brigadier General John P. Hatch, U.S.A., to Commander Preble, U.S.N.

San Antonio, Texas, Oct. 4, 1866.

Captain, — It gives me great pleasure to acknowledge the valuable service rendered by yourself and Brigade on the campaign in South Carolina, during the Winter of 1864–5. Your Brigade, consisting of a Battery of Artillery, manned by sailors, Battalion of Marines, and Battalion of Sailor Infantry, landed at Boyd's Neck, S. C., Nov. 29, 1864, and immediately advanced to a position covering the landing of the other troops of the command. It was engaged in the bloody action of Honey Hill, Nov. 30, accompanied Gen. Porter on his expedition to the Tulafinney, and took part in the actions of Dec. 6th and 9th, under Gen. Potter and myself. The Brigade was under my command about two months, being daily under fire, and exposed to all the hardships of a winter campaign. In a letter addressed to Admiral Dahlgren, I endeavored to express the feeling of myself and command towards the Brigade, whose gallantry and cheerful endurance of the hardships incident to the season, and the nature of the duties performed, had won the good-will and the kind regards of all; also to express my appreciation of your own valuable services and those of several of your officers. I regret that I have not with me a copy of the letter, but it will be found by an examination of the

orders of the Admiral, having been embodied by him in an order to the squadron.

With every hope of your future success,

I remain truly your friend,

Commander Geo. H. Preble, U.S.N. Jno. P. Hatch,
Brig. and Brevt. Maj. Gen'l U. S. Vols.

Brevet Major Gen. E. E. Potter, U. S. Volunteers, to Commander Preble, U.S.N.

New York, Dec. 6, 1866.

Sir, — I take great pleasure in making acknowledgment of the efficient aid, rendered by the Naval Brigade under your command, in the campaign made by the troops of the Department of the South, in South Carolina, during the winter of 1864–5.

Your Brigade landed at Boyd's Neck, with the troops under Gen. Hatch's command, and accompanied me in the movement on the night of Nov. 29th, and took part in the action of the following day at Honey Hill, where my Brigade was detached from the command of Gen. Hatch to effect a landing on the Tulafinney. The Naval Brigade formed part of the expedition, and in the sharply contested affair of Dec. 6th, the Marines and Battalion of Sailor Infantry, which had the right of the line, bore a conspicuous part.

In the attack which the enemy made on the 7th of December, your Brigade was again engaged, and I remember that the battery of boat howitzers, under Lieut. Mathews, were very efficient.

I had thus every opportunity to observe the gallantry of your command in the field, and during the subsequent period of their service on shore I had occasion to remark the cheerful readiness with which they bore the discomforts and hardships, especially trying to seamen.

Your official relations with Gen. Hatch and myself were always of the most agreeable and harmonious character, without any trace of the jealousy which has sometimes been found to arise between the two services.

With my best wishes for your success and advancement,

I am very truly yours,

Commander Geo. H. Preble, U.S.N. Edward E. Potter,
Late Brevet Maj. Gen'l Vols.

Rescue of the Crew and Passengers of the C. A. T. Co.'s Steamship "Golden Rule."

Navy Department, Washington, Aug. 12, 1865.

Sir, — I herewith enclose a copy of the resolutions adopted by the passengers shipwrecked in the "Golden Rule," expressing their gratitude for your efforts in their behalf.

Very respectfully, &c.,

Commander Geo. H. Preble, G. Welles,
Com'dg U. S. Steamer "State of Georgia." Secretary of the Navy.

Steamship "America," June 30, 1865.

At a meeting of the passengers of the "Golden Rule," held on the ship this day, the following resolutions were unanimously adopted:

Resolved, — That we unite in the expression of our deep-felt gratitude to Captains Preble and Devins, of the United States war vessels "State of Georgia" and "Huntsville," for the promptness with which they came to our relief, on learning of our shipwreck on a desolate island in the Carribean Sea.

Resolved, — That to them and the gentlemanly officers of their respective ships, we owe a debt of lasting gratitude for their patient and unremitting efforts for our comfort; and that their generous conduct has served to increase our just pride as American citizens in that noble body of men, the officers of the Navy of the United States, of which they are worthy representatives.

Resolved, — That copies of these resolutions be transmitted to Captains Preble and Devins, the Secretary of the United States Navy, and to the California press for publication.

JOHN B. WELLER,
Chairman.

M. A. EDMUNDS, } *Secretaries.*
MICHAEL KANE, }

TESTIMONIALS TO PROFESSIONAL CHARACTER, ETC.

From Admiral David D. Porter, U.S.N.

Office of the Admiral, Washington, D. C., April 25, 1872.

SIR, — In answer to a communication I have received from Captain George H. Preble, who is to appear before your Board, I take this opportunity to state:

I have known Captain Preble for many years; he is a gentleman of unblemished character, a good officer, and of undoubted gallantry, as was evinced by his conduct at the passage of Forts Jackson and St. Philip, below New Orleans. The many estimable qualities of Captain Preble are appreciated by all who knew him in the Navy.

Very respectfully, your obedient servant,

Rear Admiral THEODORUS BAILEY,
President Court of Inquiry.

DAVID D. PORTER,
Admiral.

From Rear Admiral Thomas T. Craven, U.S.N.

Vallejo, Cal., March 13, 1871.

SIR, — Captain Geo. H. Preble, U.S.N., has applied to me for a letter, to lay before the "Board of Redress."

Captain Preble has been twice associated with me on duty: on the Mississippi in the battles below New Orleans, and the first battle before Vicksburg; and as Fleet Captain and Commander of the Flag Ship, during my late command of the North Pacific Squadron.

Captain Preble is a perfect gentleman, a brave and good officer,

"possessing the highest professional qualifications and attainments," and *in my opinion is second to no one of his rank in the Navy.*

Very respectfully, your obedient servant,

The Hon. Geo. M. Robeson, Secretary of the Navy, Washington, D.C.

Thomas T. Craven, Rear Admiral U.S.N.

From Rear Admiral Thos. Turner, U.S.N.

Butler's Island, near Darien, Ga., Feb. 20, 1871.

Sir, — I have to acknowledge the receipt of your letter, informing me of your intention of seeking redress for the injustice done you, in the promotions of 1866, before a Board of Redress, assembled by Act of Congress in Washington, and asking me to give you a letter expressive of the estimation in which I hold you as an officer in our profession.

I reply, that I only knew you by reputation, up to the year 1869, as an officer of acknowledged worth in the service, never having seen you before; that I found you in command of the ship bearing my flag in that year, and that my associations with you, during the whole of that time, impressed me with the highest sense of your merits in every respect as an officer of decided ability, and a gentleman of attainments, having a very practical knowledge of every thing appertaining to your profession, and that I felt myself very fortunate in finding an officer assigned to that command, whose character I was familiar with by reputation, and who proved himself altogether so agreeable to me.

I cannot suppose there can be any difficulty in your case, as the only reason assigned for action was a report, founded in error, made by Admiral Farragut in regard to the "Oreto," a confederate war vessel; which mistake he afterwards honorably corrected, frankly admitting, in a letter which I read, that his report had been made under a misapprehension of the circumstances of the case.

I sympathize with you feelingly in the mortification you must experience in being obliged to make such an appeal. I entertain for you the highest respect — shall hear of your success (which I do not doubt) with unfeigned pleasure, and am,

Very respectfully, your obedient servant,

Captain George H. Preble, U.S.N.

Thos. Turner, Rear Admiral U.S.N.

From the same.

Philadelphia, April 22, 1872.

Sir, — I have received your letter informing me that you are to appear before a Board which is to investigate the justice of the action of ex.-Secretary Welles, in passing over you in the promotions of 1866, and asking me to furnish you with a letter to be placed before the Board, expressive of the estimate in which I hold you as an officer and a gentleman.

When you addressed me a similar letter last year, to be placed before the Board then assembled to redress cases of injustice under that action, I wrote you fully of the injustice which I conceived had been done you. I don't know that I can say any more now.

You were commanding my flag ship for a length of time in the Pacific, closely associated with me as a member of my mess. I cannot exaggerate my appreciation of you as an officer of distinguished merit. I know nothing of your war record, but, as an able commander, a most competent officer, a gentleman of rare qualities, of irreproachable character, and I think of the highest attainments in your profession, I can speak with unreserved confidence. In fact, surveying the range of an unlimited acquaintance with navy officers, I do not know one to whom I can concede higher claims to promotion than yourself.

I am sure if Mr. Welles had been at all familiar with your record, and general reputation in service, you never would have been where you are now; after an honorable service of nearly forty years asking redress for an injury done you in withholding your promotion to which you are so justly entitled.

Very respectfully, your obedient servant,

Captain George H. Preble, U.S.N. Thos. Turner,
Rear Admiral.

Testimony of Rear Admiral Joseph Smith, U.S.N., before the Naval Court of Inquiry, May 8, 1872, as to the character and standing of Captain Geo. Henry Preble as an Officer of the U. S. Navy.

"I consider him (Capt. Preble) one of the best officers in the Navy. I know nothing to militate against him as an officer and a gentleman. I have known him ever since he entered the service. I consider him one of the most intelligent and efficient officers in the Navy."

From Rear Admiral Silas H. Stringham, U.S.N.

Port Admiral's Office, N. Y., Brooklyn, April 22, 1872.

Sir, — It gives me great pleasure to say that Captain Geo. H. Preble, U.S.N., has served under my command as a Lieutenant and as a Commander for many years, at different times. I have always considered him an exceedingly efficient officer, always reliable and prompt in the discharge of his duties, and his character as an officer and gentleman unexceptionable.

Hon. Geo. M. Robeson, S. H. Stringham,
Secretary of the Navy. Rear Admiral U.S.N.

From Rear Admiral Melancthon Smith, U.S.N.

Commandant's Office, Navy Yard, New York,
April 22, 1872.

Sir, — At the request of Captain George H. Preble, U.S.N., it affords me pleasure to forward, for the information of those whom it may concern, my high appreciation of Captain Preble as an officer and a gentleman, and believe that the officers of the Navy, generally, will, with me, bear favorable testimony to his ability in all matters connected with his profession. Captain Preble never sailed with me, but he was a Light House Inspector in the District adjoining mine before the war, and was an Equipment Officer under the Bureau of Equipment and Recruiting, whilst I was in charge of the same.

When he was at sea on the North Pacific Station we had some correspondence on professional matters, and from this acquaintance, and former association, I formed my opinion as to his ability.

I am, Sir, very respectfully, your obedient servant,

Hon. Geo. M. Robeson,
Secretary of the Navy.

M. Smith,
Rear Admiral U.S.N.

From Rear Admiral Chas. Steedman, U.S.N.

U. S. Navy Yard, Boston, Commandant's Office,
April 23, 1872.

Sir, — I take pleasure in stating that I have had an intimate acquaintance with Captain Geo. H. Preble, U.S.N., since he was a Midshipman, and I am happy to say that I have always found him efficient and zealous in the performance of his duty, and an officer of decided intelligence, and of irreproachable moral character.

Very respectfully, your obedient servant,

Hon. Geo. M. Robeson,
Secretary of the Navy.

Chas. Steedman,
Rear Admiral Commandant.

From Rear Admiral Wm. Rogers Taylor, U.S.N.

U. S. Flag Ship "Lancaster," Rio de Janeiro,
June 5, 1872.

Sir, — I beg leave to inform the Department that Captain Geo. H. Preble served under my command in the North Squadron of the Pacific Fleet, about one year, as nearly as my memory serves me.

I found him to be an officer of unusual intelligence, and of much exact information. His professional attainments are far above the average, and his character is unimpeachable. For industrious attention to his duty, no officer of my acquaintance can excel him.

I am, very respectfully, your obedient servant,

Hon. Geo. M. Robeson,
Secretary of the Navy.

Wm. Rogers Taylor,
Rear Admiral U.S.N.,
Late Commodore Commanding North Pacific Fleet

From Commodore Timothy A. Hunt, U.S.N.

New Haven, Conn., April 23, 1872.

Dear Sir, — It affords me pleasure to state that during the years 1860 and 1861, while you were performing the duties of executive officer of the "Narragansett," under my command, your professional character, both as an officer and a gentleman, *was to me highly satisfactory.*

Yours respectfully,

Captain Geo. H. Preble, U.S.N.

T. A. Hunt,
Commodore U.S.N.

Action of the 42d Congress (3d Session) upon the Memorial of Geo. Henry Preble.

In the U. S. Senate.

Dec. 12, 1872. Mr. Hamlin.—I present the Memorial of Captain Geo. H. Preble, of the U. S. Navy, who asks that the President may be authorized by law to restore him to the rank and position which he considers his faithful and efficient war services entitle him to. I present the petition and the accompanying papers in the case, with the request that they may be referred to the Committee on Naval Affairs, and I desire to take this occasion to say that it is a case which I have very carefully examined, and through misapprehension, through neglect, or from some other cause which I do not undertake to characterize precisely, as fully explained by the evidence herewith submitted, I am clearly of opinion that this officer has been very harshly and very improperly dealt by, and I ask the Committee on Naval Affairs to give an early and careful consideration to the subject.

Jan. 24, 1873. Mr. Morrell, of Maine, from the Committee on Naval Affairs, reported the following Bill (S. No. 1444) to authorize the President to appoint Geo. Henry Preble, now a Captain on the active list of the Navy, to be a Commodore, which was read and passed to a second reading.

"*Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled:*

"That the President be, and he is hereby authorized to appoint George Henry Preble, now a Captain on the active list of the Navy, next below Commodore Edward Donaldson, being the same relative position on the Navy Register occupied by him for thirty-one years, until the promotions of eighteen hundred and sixty-six."

Feb. 11, 1873. Senate bill 1444 was taken up, and after some discussion was read a second time and considered as in Committee of the Whole, and was reported to the Senate without amendment, ordered to be engrossed for a third reading, *read a third time and passed.*

In the House.

March 4, 1873. "The next business on the Speaker's table was the bill (S. No. 1444) to authorize the President to appoint Geo. Henry Preble, now a Captain on the active list of the Navy, to a Commodore."

Mr. Coghlan. — I offer the following as a substitute for the bill:

Strike out all after the enacting clause, and insert the following:

"That the President of the United States be, and he is hereby authorized to restore Louis C. Sartori, George H. Preble, and George H. Cooper, Captains in the U. S. Navy, now on the active list, and R. F. R. Lewis, a Commander in the U. S. Navy, now on the active list, to their original positions on the Navy Register."

That is a bill which passed the House, and the Senate sends it back with only Captain Preble's name in it.

Mr. LYNCH. — I hope the gentleman will not embarrass this bill by offering an amendment now.

Mr. COGHLAN. — This bill has once passed the House.

Mr. LYNCH. — But the adoption of this amendment must inevitably defeat the bill.

Mr. COGHLAN. — We can have a conference committee upon it.

Mr. RANDALL. — I ask the gentleman to let me move to add the name of William Ronckendorff.

Mr. COGHLAN. — I cannot consent to that.

The substitute was agreed to ; and the bill, as amended, received its second reading and was PASSED.

IN THE U. S. SENATE.

March 4, 1873. On motion of Mr. MORRELL, of Maine, the Senate proceeded to consider the amendment of the House of Representatives to the bill (S. No. 1444), and on motion of Mr. MORRELL, of Maine, it was

Resolved, — "That the Senate disagree to the amendment of the House to the said bill, and ask a conference on the disagreeing votes of the two Houses thereon."

By unanimous consent, it was

Ordered, — "That the conferees on the part of the Senate be appointed by the Vice President."

Mr. CRAGIN and Mr. MORRELL, of Maine, and Mr. STOCKTON, were appointed the conferees on the part of the Senate.

A message from the House announced that the House insisted on its amendment (to S. Bill No. 1444), and agreed to the conference asked by the Senate on the disagreeing votes thereon, and had appointed Mr. GLENNI SCOFIELD, of Pennsylvania, Mr. JOHN M. COGHLAN, of California, and Mr. DANIEL W. VOORHEES, of Indiana, managers of the same on its part.

Mr. MORRELL, of Maine. — A conference was ordered on the bill (S. No. 1444). The conference is likely to fail for the lack of the presence of two of the conferees. I move that the President of the Senate fill the vacancies caused by the absence of Senator CRAGIN and Senator STOCKTON.

The motion was agreed to ; and Mr. ANTHONY and Mr. WEST were appointed to fill the vacancies.

The third session of the 42d Congress expired before further action could be had.

Letters to Geo. H. Preble after the Adjournment of the 42d Congress, Etc.

From Hon. John Lynch, M. C.

House of Representatives, Washington, D.C., March 4, 1873.

Capt. Preble, — I regret, more than I can express, the failure of the bill for your relief, which went under in consequence of the friends of other officers insisting upon having them in the same boat with you. I appealed in vain to have your case stand by itself, but no discussion could be had on a suspension of the rules, and my personal efforts to save you were of no avail.

Capt. Preble.

From the same.

Portland, March 27, 1873.

My Dear Sir, — Yours of the 20th I found here on my return (25th). I wrote Morrell to look after the matter. I had already signed a letter to the President. It is an outrage that your bill was not passed. I think the President has no power without authority of an act of Congress.

Capt. Preble.

From Hon. H. Hamlin, U. S. Senator.

Bangor, March 18, 1873.

My Dear Sir, — Your letter of the 12th reached me here. Before leaving Washington I prepared a letter urgently recommending your appointment as Commodore; it was signed by myself, Morrell, Blaine and Hale, all of our delegation then in Washington. It was submitted by Blaine and myself, and as earnestly urged as we were able to do. I shall be glad if we shall be successful. Mr. Morrell assured me if anything more could be done they would do it.

Capt. Preble.

From Hon. James G. Blaine, Speaker U. S. House of Representatives.

Washington, D. C., March 20, 1873.

My Dear Sir, — Mr. Hamlin wrote you, I believe, in regard to the letter filed with the Secretary of the Navy, signed by both Senators, Mr. Hale and myself, urging that you be promoted to Commodore, in view of the fact that both Houses of Congress had recognized your right thereto. I have a strong hope that Mr. Robeson will respond favorably to our request.

Capt. Preble.

From Commodore Wm. Reynolds, U.S.N.

Bureau Equip't and Recruiting, March 27, 1873.

My Dear Preble, — I regret very much the failure of your bill, but don't see that the President could nominate you without a law authorizing it. I hope you will get through unencumbered next session. * * *

Capt. Preble.

THANKS OF CONGRESS RECOMMENDED BY PRESIDENT LINCOLN IN 1862.

As evidence that President Lincoln on one occasion considered I did my whole duty faithfully and efficiently, I may be permitted to append the following:—Extract from the Proceedings of the 2d Session 37th Congress, 1861–62. May 15th, 1862.*

TO THE SENATE AND HOUSE OF REPRESENTATIVES:

I submit herewith a list of naval officers who commanded vessels engaged in the recent brilliant operations of the squadron commanded by Flag Officer Farragut, which led to the capture of Forts Jackson and St. Phillip, city of New Orleans, and the destruction of rebel gun-boats, rams, &c., in April, 1862. For their services and gallantry on those occasions, I cordially recommend that they should, by name, receive a vote of thanks of Congress.

LIST.

CAPTAINS.—Theodorus Bailey, Henry W. Morris, and Thomas T. Craven.

COMMANDERS. — Henry H. Bell, Samuel Phillips Lee, Samuel Swartwout, Melancthon Smith, Charles Stewart Boggs, John De Camp, James Alden, David D. Porter, Richard Wainwright, and William B. Renshaw.

LIEUTENANTS COMMANDING.—Abram D. Harrell, Edward Donaldson, *George H. Preble*, Edward T. Nichols, Jonathan M. Wainwright, John Guest, Charles H. B. Caldwell, Napoleon B. Harrison, Albert N. Smith, Pierce Crosby, George M. Ransom, Watson Smith, John H. Russell, Walter W. Queen, and K. Randolph Breese.

ACTING LIEUTENANTS COMMANDING.—Selim E. Woodworth and Charles H. Baldwin.

Washington, D. C., May 14, 1862. ABRAHAM LINCOLN.

IN THE U. S. SENATE.

Mr. KING.—It is not that I design to prevent or obstruct the reference of these joint resolutions, when we get the information I desire; but I hope, as the question is now before the Senate, that we may have some information from that committee as to the position, and their intention, relative to the joint resolution which includes the name of Captain Bailey, and quite a list of others, referred to that committee.

Mr. HALE.—If it be the pleasure of the Senate to hear it, I have not the slightest objection to giving the information desired, and with their consent I will do it. The sense of the Committee on Naval Affairs has been against the passage of that resolution, for the reason that the message of the President recommends that the thanks of Congress be tendered to about thirty officers, by name, who were in the fight at the mouth of the Mississippi River, at New Orleans, under Commodore Farragut. By a bill which has passed the Senate, every one of these men, some of whom are as low as Lieutenants, by

* See Congressional Globe, part iii. p. 2117 (Senate), and p. 2175 (House).

this single vote, will be prolonged upon the active list of the Navy ten years. Now, a House bill comes in with another lot, and I apprehend, if we adopt this precedent, we shall have to thank by name at least one hundred officers, which will substantially repeal the retiring bill. The Senate have already passed, in conjunction with the House, a bill tendering the thanks of Congress to Commodore Farragut and the officers and men under his command, which is the usual course, without giving them all by name. The committee, of course, will be happy to act as the Senate may desire; but that is the judgment of the committee.—*The Con. Globe*, p. 3088.

Letter from Rev. A. P. Peabody, D.D.

Cambridge, Mass., Dec. 24, 1872.

"My Dear Sir,—* * * I have read your memorial with very great interest. I should have not a moment's question as to its success, could the case be tried solely upon its merits; but in any question before Congress I know that there are always certain currents of influence wholly independent of truth and right. I trust that in your case these currents may set in the direction of justice." * * *

From Commodore Thos. H. Patterson, U.S.N.

2100 G Street, Washington, D.C., March 6, 1873.

Dear Preble,—Permit me to congratulate you on the long deferred justice which has now been accorded you. I am sure many, if not all, in the Navy heartily join me—certainly the right-thinking men. I shall enjoy my present position much more now that you are in the one which *properly* belongs to you.*

From Rear Admiral John Rodgers, U.S.N.

Commandant's Office, Navy Yard, Mare Island, Jan. 4, 1874.

Dear Preble,—I have known you since you were a midshipman, and have never thought of you otherwise than as a gallant, moral and accomplished officer.

I have ever thought you blameless in the momentary deception of the Ovieto, to which you were a victim. Any one may for a moment be deceived by a well put on disguise, while if you had fired into an English man-of-war, without sufficient cause, your error would have been deemed a very flagrant one. You showed your readiness for immediate action by pouring a most damaging fire into the vessel as soon as she passed you.

I trust you will by this Congress be restored to the place you would have held on the Navy Register, had the Ovieto not succeeded in running the blockade.

Very truly yours,

John Rodgers.

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* This letter, with many more of similar character, supposing the bill for my restoration had passed, was received by me soon after the adjournment of the 42d Congress.

APPENDIX.

Action of the First Session of the 43d Congress on the Memorial of Capt. Geo. Henry Preble, U. S. N.

In the U. S. Senate.

Dec. 5, 1873. Mr. Hamlin.—I hold in my hand the memorial of George Henry Preble, of the United States Navy, asking to be restored to the position to which he deems himself entitled in the Navy. I presented this memorial, or one very similar, at the last session of Congress. I commended it to the attention of the Committee on Naval Affairs at the time as one of very great merit; and I am glad to say that the Committee on Naval Affairs gave it that view, and were *unanimously* of opinion that he should be restored. A bill was reported, and it passed the Senate, but it failed of its passage in the House; or rather I ought to say it did pass in the House also, but in connection with another bill. I invite the attention of the Committee on Naval Affairs to early and prompt action upon that matter.

The memorial was referred to the Committee on Naval Affairs.

Dec. 8, 1873.—Mr. Hamlin asked and, by unanimous consent, obtained leave to bring in the following bill; which was read twice, referred to the Committee on Naval Affairs, and ordered to be printed.

A Bill (S. 65).

To authorize the President to restore George Henry Preble, now a captain in the Navy, to his original position on the Navy Register, and promote him to the rank of commodore on the active list.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States, by and with the consent of the Senate, be, and he hereby is, authorized to restore Captain George Henry Preble to his original position on the active list of the Navy Register, next below Commodore Edward Donaldson, being the same relative position occupied by him for thirty-one years, until the special promotions of July, eighteen hundred and sixty-six, and to promote him accordingly, a commodore on the active list, to date from November first, eighteen hundred and seventy-one.

Feb. 27, 1874. Mr. SARGENT, from the Committee on Naval Affairs, to whom was referred the bill (S. 65) to authorize the President to restore George Henry Preble, now a captain in the Navy, to his original position on the Navy Register, and promote him to the rank of commodore on the active list, and the Bill (S. 31) for the relief of Captain Louis C. Sartori, of the Navy, and the memorial of Commander R. F. R. Lewis, U. S. Navy, praying restoration to his original position on the Navy list, submitted an adverse report; which was ordered to be printed, and the bills were postponed indefinitely, and the committee was discharged from the further consideration of the memorial.

The Committee in its Report says: they "desire it to be distinctly understood that they do not cast any reflection upon any of the officers whose cases have been referred to by them. But, for reasons named, they feel constrained to recommend the bills hereinbefore named be indefinitely postponed. We recommend that the request of the memorialist be not granted, and the Committee discharged from the further consideration of the subject." *

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* In reference to this report, the following letters explain themselves:

From Hon. Lot M. Morrell, Member Naval Committee, U. S. Senate.

Washington, Feb. 15, 1874.

* * * * "I am satisfied that your case is exceptionally just and ought to be helped; but the difficulty is that it offers an opportunity to others to make an effort for advancement."

Capt. PREBLE.

From the same.

Washington, June 2, 1874.

MY DEAR SIR,—You know my views of your case, that it is exceptional and fairly entitled to be advanced. In this view of it I was permitted to report it to the Senate at last Session; the action of the Senate would probably have been concurred in by the House but for the amendment pressed upon it in behalf of another. I was not present at the final action of the Committee. They came to the conclusion that it would not do to re-open the whole subject, and that to do so in one case, would be virtually to open it to all. This I understand to be the report substantially. When printed will send you a copy.

Capt. PREBLE.

From Hon. A. H. Cragin, Chairman Naval Committee, U. S. Senate.

Washington, Feb. 17, 1874.

DEAR SIR,—Your case, with that of others, is referred to a sub-committee composed of Messrs. Morrell, Sargent and Stockton, and I hope they will soon be ready to report. In my judgment yours is an exceptional case, but the difficulty is to keep it by itself. Others are pushing their claims, claims which I am not willing to recognize, but they have their friends. My action last year was favorable to you, but I could not allow the bill to pass as it came from the committee. You may be sure I shall be glad if the matter takes such shape this year, that yours can stand on its own merits, and not be dragged down by others.

Capt. PREBLE.

From Rear-Admiral Jos. Smith, U. S. N.

Washington, D. C., March 2, 1874.

MY DEAR COMMO.— * * * I am astounded that the Senate Naval Committee does not look to your case. It is *plain* never was one like it in the service, and never will be again. An officer in command without a spot or mark against him for many

In the U. S. House of Representatives.

April 11, 1874. Mr. Gooch, from the Committee on Naval Affairs, reported the following bill (H. R. 2897), viz.:

Authorizing the President to appoint George Henry Preble, now a Captain on the active list of the Navy, to be a Commodore.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be, and he is hereby, authorized to nominate, and, by and with the advice and consent of the Senate, appoint George Henry Preble, now a Captain on the active list of the Navy, to be a Commodore on the active list of the Navy, next below Commodore Edward Donaldson, being the same relative position on the Navy Register occupied by him for thirty-one years, until the promotions of eighteen hundred and sixty-six.

Mr. Gooch. —I ask unanimous consent that this bill may be considered now in the House.

Mr. Holman.—I think it would be unjust to make any distinction: all these bills should be first considered in Committee of the Whole.

The Speaker.—Objection being made, the Bill will be referred to the Committee of the Whole on the Private Calendar.

Saturday, May 1, 1874. The next bill on the Private Calendar (H. R. No. 2897), authorizing the President to appoint Geo Henry Preble, now a Captain on the active list, to be a Commodore on the active list next below Commodore Edward Donaldson, was taken up. No objection being made, the bill was laid aside, to be reported favorably to the House. It was then in due course read a third time and passed.

When the several bills on the Private Calendar had been gone through with,

Mr. Willard, of Vermont, moved to re-consider the various votes by which private bills had just been passed; and also moved that the motion to re-consider be laid on the table.

The latter motion was agreed to.

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years of honorable service to be cast adrift, at sea, without a *tow-rope*, for a supposed fault! Your honorable and gallant service, which you performed immediately after your country honorably restored you to duty, should be enough to prompt Congress to give you your proper rank without a second thought. I am afraid you have not *personally* tried to indoctrinate the Naval Committees on so just a claim as yours. I cannot see how any reasonable man can raise a question against your proper rank. The idea of having thus overslaughed a good officer and good man by mistake, if nothing worse, should prompt every honest man who could move in the matter officially, eager to correct a wrong inflicted upon an honorable and worthy man. If I could get up the steps I would try and do something for your cause, but I am passé in all respects. * * *

Capt. Preble.

From Hon. John P. Stockton, Member Naval Committee, U. S. Senate.

Washington, June 16, 1874.

My Dear Commo.— * * "My objection was not to you or your case, but for the interest of the Navy as I believed. I took the position that the 'Rowan' board should be a finality. I still think so, but have, out of regard for you and the opinion of others, withdrawn all opposition. I have no doubt your bill will pass."

Capt. Preble.

IN THE U. S. SENATE.

Monday, June 8, 1874. Mr. MORRELL, of Maine, from the Committee on Naval Affairs, to whom was referred (H. R. No. 2897), authorizing the President to appoint Geo. Henry Preble, now a Captain on the active list, to be a Commodore, reported it without amendment.

Wednesday, June 10, 1874. On motion of Mr. MORRELL, of Maine, it was *Ordered*, That House Bill No. 2897, authorizing the President to appoint Geo. Henry Preble, a Captain on the active list of the navy, to be a Commodore, be recommitted to the Committee on Naval Affairs.

Wednesday, June 17, 1874. Mr. MORRELL, of Maine, from the Committee on Naval Affairs, to whom was recommitted the bill (H. R. 2897), authorizing the President to appoint Geo. Henry Preble, now a Captain in the active list of the navy, to be a Commodore, reported it without amendment.

(Evening session, 7.30 P.M.)

Monday, June 22, 1874. Mr. HAMLIN.—While the gentlemen are looking at that matter, I ask to take up a bill which places Commodore Preble according to his proper position in the navy.

By unanimous consent the bill (H. R. 2897), authorizing the President to appoint Geo. Henry Preble, now a Captain on the active list of the navy, to be a Commodore, was considered as in Committee of the Whole.

The bill was reported to the Senate without amendment.

Mr. EDMUNDS, of Vermont.—I move that that bill be indefinitely postponed, and on that motion I wish to say a word. I have no idea that it will be postponed, but in order to enter my protest, as I do not want to take up time by the taking of yeas and nays. I make this motion. I have heard something about this case, and believing it to be a jumping of an officer of the navy when he ought not to be jumped over the heads of others, my only way now is to move that it be indefinitely postponed, so that the Journal will show, so far as I am concerned, that I have no hand in the business.

Mr. HAMLIN.—Before the question is put, I want the attention of the Senate for moment. This bill has twice met the approval of the Senate. It only restores Commodore Preble to the precise position he would be in to-day, but for the action of the Secretary of the Navy, and that action has been overruled by a Court of Inquiry.

The PRESIDENT *pro tempore*.—The question is on the motion to postpone the bill indefinitely.

The question being put, there were, on a division—ayes 17, noes 19: no quorum voting.

Mr. EDMUNDS called for the yeas and nays, and they were ordered: and being taken, resulted—yeas 14—nays 23; as follows:

YEAS—Messrs. Alcorn, Cooper, Edmunds, Frelinghuysen, Gordon, Hitchcock, McCreery, Robertson, Sargent, Mercer, Stevenson, Thurman, Wadleigh and Wright.—14.

Nays—Messrs. Bayard, Boreman, Boutwell, Carpenter, Clayton, Davis, Fenton, Flanagan, Hagar, Hamlin, Ingalls, Merriman, Morrell of Maine, Morrell of Vermont, Pratt, Ransom, Schurz, Scott, Sherman, Stockton, Tipton, Washburn and Windom—23.

Absent—Messrs. Allison, Anthony, Brownlow, Bogy, Buckingham, Cameron, Chandler, Conklin, Conover, Cragin, Dennis, Dorsey, Ferry of Connecticut, Ferry of Michigan, Gilbert, Goldthwaite, Hamilton of Maryland, Hamilton of Texas, Harvey, Howe, Johnston, Jones, Kelly, Lewis, Logan, Mitchell, Morton, Norwood, Oglesby, Patterson, Pease, Ramsey, Saulsbury, Sprague, Stewart and West—36.

The Bill was then put upon its passage and passed.

In the U. S. House of Representatives.

Evening Session, June 22, 1874. The recess having expired, the House resumed its session at eight o'clock and thirty minutes, P.M.

A message from the Senate announced that the Senate had passed, without amendment—House Bill 2897, authorizing the President to appoint Geo. H. Preble a Commodore.

Mr. Pendleton, from the Committee on Enrolled Bills, reported that the Committee had examined and found truly enrolled—an act (H. R. 2897) authorizing the President to appoint Geo. Henry Preble, now a Captain on the active list of the navy, to be Commodore, when the speaker signed the same.

In the U. S. Senate.

June 22, 1874. A message from the House announced that the Speaker of the House had signed H. R. 2897—whereupon it was signed by the President *pro tempore*.

Approved by the President. June 23, 1874.

Navy Department,
Washington, 9 July, 1874.

Sir,—In conformity to the Act of Congress, approved 23d June, 1874, I transmit herewith an appointment as Commodore in the U. S. Navy, from the 2d November, 1871, and to take rank next after Commodore Edward Donaldson, the receipt of which you will acknowledge to the Department.

Respectfully,
Geo. M. Robeson,
Secretary of the Navy.

Commodore George Henry Preble, U. S. Navy,
Philadelphia.

United States of America.

Navy Department.

By direction of the President of the United States, you are hereby *appointed* to the grade of *Commodore* in the United States Navy from the *Second* day of *November*, one thousand eight hundred and seventy-one, *and next after Commodore Edward Donaldson.*

Given under my hand and seal of the Navy Department, at the City of Washington, this —— day of ———, one thousand eight hundred and seventy —

GEO. M. ROBESON,
Secretary of the Navy.

Commodore GEORGE HENRY PREBLE, U.S.N.
Commandant Navy Yard,
Philadelphia.

NOTE.— Capt. Preble had been promoted to the grade of Commodore, and commissioned as such from June 4, 1874, to fill the vacancy created by the retirement of Commodore Louis C. Sartori. His restoration placed him No. 7 on the Commodore's list, instead of No. 24. The appointment as Commodore, from Nov. 2, 1871, is that usually given in the recess of Congress, until a full commission, "by and with the advice and consent of the Senate," agreeably to the wording of the law, can be issued when Congress re-assembles.

EXTRACTS FROM CONGRATULATORY LETTERS RECEIVED AFTER THE ACTION OF THE 43D CONGRESS.

From Captain Geo. M. Ransom, U.S.N.

"Colorado," Norfolk, Va., June 20, 1874.

"DEAR PREBLE, — * * * I congratulate you very heartily on the apparent certainty of your being restored at last to your proper place in the list of Commodores." * * *

*From Commodore Edward T. Nichols, U.S.N.**

U. S. Navy-Yard, Boston, Mass., June 20, 1874.

"MY DEAR PREBLE, — * * * I was glad to see your bill reported a few days since in the Senate. You know my sentiments, and I need not assure you of the pleasure I shall feel when you are once more in a position to *give me an order.*" * * *

From the same.

U. S. Navy-Yard, Boston,
Commandant's Office, June 23, 1874.

"MY DEAR PREBLE, — I have just seen in the Congressional proceedings of yesterday the passage of your bill. Let me congratulate you, my old friend, and I need not assure you of the hearty good will with which I do it. You have fought the fight well, and well deserve the victory won."

From Rear-Admiral John L. Worden, U.S.N.

U. S. Naval Academy, Annapolis, Md., June 22, 1874.

"MY DEAR COMMODORE, — First, let me offer you my congratulations on your promotion, which I do most heartily."

From Lieut. Col. Jas. H. Jones, U.S.M.C.

Marine Barracks, Boston, June 23, 1874.

MY DEAR PREBLE, — Justice is done at last. I have just been informed by a mutual friend that your bill has at last passed both Houses of Congress. All I can say is, I exult—let me be among the first to congratulate you upon the result. All of your friends knew full well how outrageously you have been treated, and how worthy you are of any and all honors the Department could bestow upon you.

From Captain W. W. Low, U.S.N.

Rec'g Ship Vermont, New York, June 23, 1874.

"MY DEAR COMMODORE, — Permit me to offer hearty congratulations, that Congress has at last done you justice. Your restoration to rank must be the more gratifying to your friends because accomplished in spite of so much opposition. I believe the service generally sympathizes with you, and will be glad that you have your proper place upon the Register."

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* Those marked thus (*) were promoted over me in 1866.

From Mr. Alex. M. Massie.

Boston Navy-Yard, June 23, 1874.

"I have just seen Doctor Morris, and he, with a number of others, send their congratulations on your further promotion, which is in the morning papers. Please accept mine; I knew you would get it. * * * Everybody wants me to send you their good wishes, &c. Rev. Dr. Lambert, Capt. Cullem, U.S M.C., John Ferguson, and more of them, are well pleased that you have been successful."

From Col. A. H. Hoyt, and John Ward Dean, Esq.

18 Somerset St., Boston, Mass., June 23, 1874.

"Dear Sir, — We were rejoiced to read in the morning papers that the bill to restore you to your rightful place, from which you were unjustly displaced, and for which you have so long and so bravely contended, has at last, by the honorable, persistent and successful efforts of Senators Hamlin and Morrell, and Representative Gooch, passed the Congress and become a law. Accept our hearty congratulations on this result, and our best wishes for your prosperity. May your professional career be as honorable and as useful in the future as it has been in the past."

From Rear-Adm'l Wm. Reynolds, U.S.N.

Washington, June 24, 1874.

"My Dear Commodore, — I congratulate you upon attaining your old place in the service. I can see no difficulty in the way of your name appearing in its former position in the July Register."

From Commander Frederick V. McNair, U.S.N.

U. S. Naval Academy, Annapolis, Md., June 24, 1874.

"Please accept my congratulations upon your restoration. The sympathy of all the better class of naval officers has been with you, especially those who were attached to the West Gulf Blockading squadron, and they will all be glad."

From Rev. Thos. R. Lambert, D.D.

Charlestown, St. John's Day, 1874.

"My Dear Preble, — My heart has been made glad that justice has been done you, in giving you your rightful place on the Navy Register. *Magna est veritas, et prœvalebit. Laus Deo.* I have just parted with Col. Jones, and he told me he had written you giving his congratulations. All your friends rejoice at your success. May you live many years to enjoy your richly deserved honors."

From Lieut. J. F. Merry, U.S.N.

Boston, June 24, 1874.

"Dear Sir, — I was very much pleased this morning to hear that Congress had reinstated you to your original position in the Navy. Please accept my warmest congratulations."

From Rear-Admiral Chas. Steedman.

Somerset Club, June 25, 1874.

Dear Preble, — * * * I congratulate you on your having justice done you at last. God knows it is time you should. * * *

From Commodore C. H. B. Caldwell, U.S.N.

U. S. Naval Rendezvous, Boston, June 26, 1874.

"Dear Preble, — I am glad you have at last got your old position. Your case was a peculiar and very hard one. I congratulate you on your success, and I am sorry you have been obliged to work so many years to achieve it."

From Geo. A. Whiting, Esq., of Charlestown, Mass.

Boston, June 26, 1874.

"Dear Friend, — We were all delighted last evening to hear that your bill had 'passed.' * * * You have 'fought a good fight,' and all your friends to whom I have mentioned the good news congratulate you on your pluck and perseverance, and seem pleased to learn that justice will be some consolation for the years of anxiety and wrong which has been done to you and yours."

*From Commodore John C. Howell, U.S.N.**

Commandant's Office, Navy Yard, Portsmouth, N. H., June 27, 1874.

"My Dear Old Friend, — Allow me to congratulate you on your restoration to rank, which I do most heartily."

*From Commodore Donald McN. Fairfax, U.S.N.**

Mt. Holly, N. J., June 27, 1874.

"Dear Preble, — Justice has at last been granted you. I am rejoiced, my dear fellow, that you have gained what you have so long contended for, your rightful place on the Navy Register. From the first I felt with you, yet I did no more than throw my voice in favor of your being restored to the same. I had no influence outside the Navy. I could do no more than express my opinion, which I did not fail to do. I want to see nice justice done to all, and especially to men like yourself, who have always been a credit to the Navy."

From Commodore S. D. Trenchard, U.S.N.

Tompkinsville, N. Y., June 30, 1874.

"My Dear Preble, — I am happy in congratulating you on your promotion, and in having gained your *proper* position on the Navy list."

From Commander James A. Greer, U.S.N.

Annapolis, Md., July 1, 1874.

"My Dear Commodore, — * * * I rejoiced greatly when I learned of your final success in Congress. I have never heard one dissenting voice as to the justice of your claim. * * * Judges Bartol and Grason were much pleased to know of your success."

From Captain Stephen B. Luce, U.S.N.

Boston, July 1, 1874.

"Many congratulations to Commodore Preble!! This is about the third time I have tried it. I hope there is no mistake now."

From R. B. Forbes, Esq.

Milton, July 2, 1874.

"My Dear Sir,— * * Allow me to congratulate you 'any way' in getting back to the position you would have been in had not the unfortunate incident of the Oreto occurred."

From Commodore Reed Werden, U.S.N.

Comdt's Office, New London, July 2, 1874.

"My Dear Preble,—I have been prevented from telling you sooner how glad Mrs. W. and myself were made by your promotion and restoration to your old and rightful place on the Naval Register, and our sincere wish to see you soon a Rear-Admiral.

From Capt. Clark H. Wells, U.S.N.

U. S. Navy-Yard, Boston, July 2, 1874.

"My Dear Commodore,—* * * I congratulate you on being restored to your original place, as it must be to you a great comfort."

From Commander N. H. Farquhar, U.S.N.

Naval Academy, Annapolis, Md., July 4, 1874.

"My Dear Commodore,—I congratulate you most sincerely on having justice meted out to you at last. What a relief it must be to you after so many years of anxiety!"

From John N. Maffit, Esq.

Wilmington, N. C., July 7, 1874.

"My Dear Commodore,—For some time my people have been much interested in you and your bill. The announcement of success created quite an excitement, resulting in cheers for Commodore Preble. Accept, my dear fellow, my sincere congratulations."

From Rear-Admiral Jos. Smith, U.S.N.

Standish House, South Duxbury, Mass., July 10, 1874.

"My Dear Commodore,—I need not congratulate you on your promotion, as you well know my sentiments on the occasion. I have stuck by you from the date you were thrown overboard, with my feeble efforts. I have been to the Capitol but once during the session, and then I went chiefly to get the bill on your behalf passed the Senate. * * * I saw Mr. Gooch who worked for you faithfully. * * * Mr. Hamlin was very earnest, and Mr. Morrell was your firm friend. I hope to live to see you an Admiral, but that my time of life and my physical inability renders it doubtful. I have lived to be the oldest officer in the Navy, but very far from being the best."

From T. C. Sanford, Esq.

Nantucket, July 13, 1874.

"My Dear Sir,—I note what has been going on of late, and that you are restored to all that you have so long been striving for,—your just position before your countrymen! and I rejoice with you in this long delayed achievement,—in this also you have the sympathy of Rear Admiral Wm. Rogers Taylor and his good lady, who are here at our Ocean House, and desire me to say so to you."

From Capt. William F. Spicer, U.S.N.

Key West, Fla., July 19, 1874.

"My Dear Preble,—* * * I was especially glad to hear of your restoration to your rightful place on the Navy list. How simply just that is, but how tardy, as usual, has action been! I congratulate you with all my heart."

From Rear Adm'l Geo. T. Emmons, U.S.N.

Edgehill, Princeton, N. J., July 20, 1874.

"My Dear Commo.— * * * Allow me now to congratulate you on getting back your proper place on the Navy Register, which was a matter well worth all the trouble it may have given you, and I hope it will give you a chance for a squadron before you are retired."

From Benson J. Lossing, LL.D.

"The Ridge," Dover Plains, N. Y., July 27, 1874.

"My Dear Sir,—* * * I most heartily congratulate you on your promotion to your proper and deserved position, and hope you may live to enjoy the honor of unfurling your flag as *Admiral* over the old "*Constitution*" on the 4th of July, 1876."

*From Commodore Thos. H. Stevens, U.S.N.**

Commandant's Office, Navy Yard, Norfolk, Va., July 29, 1874.

My Dear Commodore,—Please receive my hearty congratulations upon your restoration to your old place on the Register. Your efforts have at last, after repeated discouraging attempts, been crowned with success."

From John Walcutt, Esq.

Frankfort, Ky., July 30, 1874.

"My Dear Preble,—I lost the run of you for a time, and in consequence did not answer your kind letter, but I have since learned by the papers of your whereabouts, and I hasten to write in order to congratulate you on having justice done you, in being restored to your original rank, and placed in so important a command as the Philadelphia Navy Yard. If your case had not been so evidently unjust, I should have had fears that the last Congress, in its anxiety to appear virtuous, would not have restored you, but it being such a gross outrage, I felt certain they would have to correct it. The effect of overslaughing you will be to better your reputation, as it

has caused an investigation of your character as an officer and a man, and I am sure that it made the blush come to many a cheek that so worthy a man should be so persecuted. 'All 's well that ends well.' Amongst your numerous friends, I think there is no one that rejoices more at your restoration than I do."

From Capt. S. R. Franklin, U.S.N.

U. S. S. "Franklin,"
Flag Ship European Station, July 28, 1874.

"My Dear Preble, — It gave me a very great deal of pleasure to see that at last you have been restored to that position which you so eminently merit. Amongst your friends none more heartily rejoice than do Mrs. Franklin and myself at this piece of good fortune, so well deserved." * * *

From Rear Admiral J. R. M. Mullaney, U.S.N.

Flag Ship "Worcester," Key West, July 30, 1874.

"My Dear Preble, — * * I am really glad to hear of your restoration to your old place. It was nothing but what is strictly *right*, as both 'Rodgers' and myself once told the Secretary when conversing with him in his office. You would have gone through long ago, could you have been kept clear of others, who, I considered, had no claims." * *

From Edward C. Anderson, Esq.

Savannah, Aug. 6, 1874.

"My Dear Preble, — * * I congratulate you from the bottom of my heart on the success of your effort in obtaining your legitimate rank in the service. So much for perseverance. You have illustrated my own theory of life, viz.: that 'Every thing is possible to him who perseveres.' It is an old motto of mine — one that I have inculcated in the minds of my children from their youth up."

From Rev. John T. G. Nichols.

Saco, Me., Aug. 13, 1874.

"My Dear Sir, — * * Accept my congratulations that justice has at last been done you, though tardily."

From Hon. Edward Young.

Treasury Department, Bureau of Statistics, Aug. 21, 1874.

"My Dear Commodore, — * * I noticed the legislation of last session with a great deal of pleasure, and I beg you to accept my congratulations on attaining your well deserved position." * *

MEMORIAL

OF

CAPT. GEO. HENRY PREBLE, U.S.N.

TO THE

FORTY-THIRD CONGRESS.

WITH AN APPENDIX,

CONTAINING THE

ACTION OF CONGRESS

AND EXTRACTS FROM

CONGRATULATORY LETTERS.

BOSTON:
FOR PRIVATE DISTRIBUTION.
1874.

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